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# The Hongkong Telegraph.

FOUNDED 1861

No. 44-97

六月廿九英港

SATURDAY.

SEPTEMBER 12, 1931. 日一初月八

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LOCAL BRANCH.



Post Box

## SCHOOLMASTERS' PROTEST MARCH.

Over 3,000 Join Procession.

INDIGNANT OVER SALARY CUTS.

Unusual Scenes in London.

London, Sept. 11. London witnessed its most unusual procession for many many years to-night when three thousand well-dressed schoolmasters marched, four abreast, in the most orderly fashion to Kingsway Hall, in protest against their salary cuts.

All State teachers are heavily hit by the National Government's economy proposals, which involve a reduction of 15 percent. in teacher's salaries, the amount to be saved by this means being £6,000,000.

The best tribute to sterling following Mr. Snowden's budget was paid by denizens of Wall Street to-day by the implicit assumption that there is no further need to concern themselves over Britain's position.

Sterling opened at five thirty seconds higher and closed still stronger at 4.86, well above the gold export point.

Mr. Snowden Broadbent.

The Chancellor of the Exchequer, Mr. Snowden, to-night broadcast a talk to the nation on the emergency budget. He explained that the budget introduced last April was, at best, introduced at the time, makeshift. He waited to submit a new budget until he had the support of the recommendations of the May committee, whose members had been nominated by all three political parties.

In the meantime, the financial situation had got progressively worse. Mr. Snowden described the stages of the British financial crisis, following the grave difficulties experienced in Austria and Germany in June and July, and explained the nature of the danger with which the country was faced.

He told listeners they could form some idea of what a calamity they had escaped by remembering what had happened in Germany, Austria, France and other countries.

British Experience.

British holders of French war loans knew from their experience something of what depreciation of currency meant. Four-fifths of their capital and four-fifths of their interest had been taken away by the depreciation of the franc.

The choice, said Mr. Snowden, roundly, was between his budget with its unpleasant economics and heavy taxation, and a paper currency worth no stable value, meaning ruin more or less for everybody.

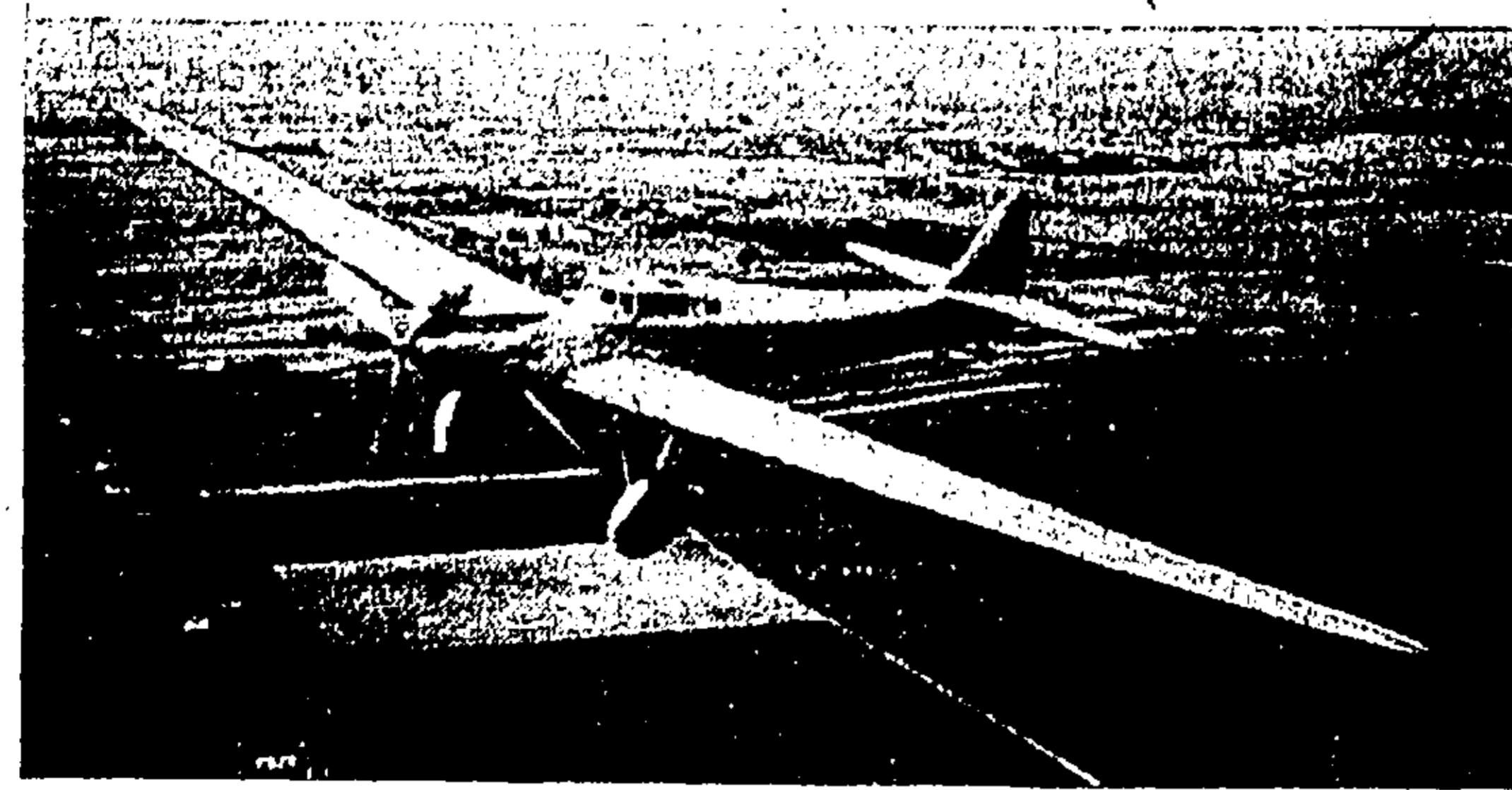
"I know," he said, "the sacrifices you are being called upon to make are to you real and tangible while the ruin which would otherwise overtake you, is not so obvious. But it is just as real!"

To restore confidence in British credit, the budget had to be balanced. It had got into an unbalanced condition, mainly through the call upon the Exchequer for the relief of unemployment.

The trade depression had also reduced very heavily the yield of taxes. The Government had decided to cease borrowing for unemployment and to meet the cost of relief out of current revenue, although it would add sixty million pounds to expenditure in a full year.

A Prodigious Task.

He had had to find the huge sum of seventy four million pounds to balance this year's budget, and 170 millions to balance next year—a prodigious task. He had faced it and the country had now balanced the budget—balanced it by sound finance. They had to recognise that in a time of a great trade depression the country could not afford expenditure which might be incurred in prosperous (Continued on Page 7.)



Our photo shows the remarkable machine "Hyphen" in which Le Brix and Doret are attempting to fly from Paris to Tokyo nonstop. Their rivals, Codes and Robida, are reported to have descended in Germany.

### BRITISH COLONY DEVASTATED.

### TIDAL WAVE AND HURRICANE.

### BELIZE HAVOC.

Miami, Florida, Sept. 11. Disaster has overtaken the little city of Belize, the capital of British Honduras, which has been practically devastated by a violent hurricane, which was followed by tidal wave.

An enormous amount of damage has been done and the latest news from the city gives the death-roll as exceeding four hundred.

The total population of Belize is estimated at less than 13,000.—*Reuter's American Service.*

### BURGLAR SCARED BY SHOTS.

### RESIDENT FIRES INTO THE AIR.

Mr. E. D. Kotwall, living at No. 16, Staunton Street, has informed the police of an attempt by a burglar to gain admittance into his home at 2.50 this morning.

The information telephoned by Mr. Kotwall to the charge-room of the Central Police Station from his home, disclosed that the intruder had progressed as far as ringing a rope to the upper part of the house when he was noticed by an amah, who screamed an alarm.

Awakened from sleep, Mr. Kotwall says the first thing he did was to take his revolver and with this he fired several shots into the air. The would-be burglar, thoroughly frightened, then took to his heels and escaped.

### WATER METER INCREASES.

### FROM 60 TO 100 PER CENT.

The Government Gazette this morning notifies substantial increases in the rent for the use of water meters, as follows:

| New Rate.                       | Old.  |
|---------------------------------|-------|
| meter . . . . . \$75 per annum. | \$44. |
| meter . . . . . \$60 per annum. | \$32. |
| meter . . . . . \$35 per annum. | \$20. |
| meter . . . . . \$25 per annum. | \$15. |
| meter . . . . . \$10 per annum. | \$10. |
| meter . . . . . \$14 per annum. | \$8.  |
| meter . . . . . \$10 per annum. | \$6.  |
| meter . . . . . \$8 per annum.  | \$4.  |

### THE SINO-MEXICAN DISPUTE.

### UNITED STATES NOT TO INTERVENE.

Washington, Sept. 11. The United States declines to intervene in the dispute between China and Mexico. The State Department notified the Chinese Legation here that it affects to-day that Mexico would enter the League of Nations tomorrow.

In addressing the Assembly, M. Briand, French Foreign Minister, paid a tribute to the loyalty of Great Britain to the ideal of a Franco-German rapprochement, and referring to the World Disarmament Conference, said France was definitely opposed to any postponement.—*British Wireless.*

### U.S. TENNIS SENSATION.

### PERRY BEATEN IN SEMI-FINAL.

### VINES RALLIES FOR GREAT WIN.

New York, Sept. 11. Fred Perry, the British Davis Cup player, was sensationaly defeated this afternoon in the semi-final of the American Open Singles-Championship, his conqueror being the nineteen-year-old Ellsworth Vines, who has suddenly shot to the forefront of American tennis.

Perry played well in the early stages and seemed to have the match well in hand. He won the first two sets without much difficulty. Vines, however, fought courageously, and by

it, however, Lieut. Boothman fails to create a new record for the course. Flying Officer Snaith will repeat the attempt in the S6A machine used in 1929, and a further attack on the record will be made by Flight Lieutenant Long in a second new S6B.

London, Sept. 11. Unless weather conditions enforce a postponement, Flight Lieutenant Boothman will take off to-morrow, at 12.30 p.m., in a S6B Vickers Supermarine Rolls Royce seaplane in an attempt to beat the record, set up by the British victor in the 1929 Schneider Race, of 328 miles per hour, and thus to gain the trophy for Great Britain, which will have won the race three times in succession.

If Lieut. Boothman fails to create a new record for the course, Flying Officer Snaith will repeat the attempt in the S6A machine used in 1929, and a further attack on the record will be made by Flight Lieutenant Long in a second new S6B.

It, however, Lieut. Boothman succeeds, and provided the weather is favourable, it has been decided that Flight Lieutenant Stainforth will make an attempt on the world's three kilometre record during the afternoon, and in that case the Royal Aero Club has announced that no other demonstration of high speed flying will take place. A special weather report issued this afternoon forecasts moderately suitable conditions.

Final practice flights were carried out by the British team at Calshot to-day, and the machines are now ready for the race.

All arrangements are complete for dealing with an immense crowd of spectators, among which will be members of the team nominated by France. Great

regret is felt at Calshot at the absence of the Italian team, due to the death of Lieutenant Bellini, Lord Amulree, Air Minister, has sent a telegram to General Balbo, Italian Air Minister, expressing on behalf of the Air Council and the Royal Air Force "deep sympathy in the loss of the gallant pilot Bellini."—*British Wireless.*

In the other semi-final, G. M. Lott secured a convincing victory over John Doeg (the holder). The first set was keenly contested, but then Doeg fell to pieces, Lott winning 7-5, 6-3, 6-0.—*Reuter's American Service.*

### LEAGUE ASSEMBLY MEETING.

### FRENCH TRIBUTE TO BRITAIN.

London, Sept. 11. The President of the League of Nations Assembly at Geneva announced to-day that Mexico would enter the League of Nations tomorrow.

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paid a tribute to the loyalty of

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### ALL SET FOR THE SCHNEIDER RACE.

### POSSIBLE ATTEMPT ON SPEED RECORD.

### AERO CLUB PLANS.

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### FANLING CADDIES.

### CERTAIN NUMBER NOW REGISTERED.

Colonel E. D. Matthews, the Secretary of the Royal Hongkong Golf Club, announces this morning that a certain number of the caddies at Fanling who have been "on strike" against the recent registration scheme, have now registered.

All caddies ordered from Happy Valley for to-morrow will be sent out, but it is probable that players

going out to Fanling who have not ordered caddies will be able to obtain them locally.

Following an accident at the Hongkong Electric Company's garage at North Point, where, while engaged at work, he fell from a height of about ten feet, a youth named Wong San

was taken to the Government Civil Hospital yesterday suffering from leg

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MEMORIAL SERVICE  
AT CATHEDRAL.IMPRESSIVE TRIBUTE TO  
KWONGSANG VICTIMS.

"Let us thank God for the courage and devotion to duty of the Master, Officers and Crew of the s.s. Kwongsang, and for the happy memories that so many of us have of friendship and brotherhood with them, and with those others who, in company with them, passed to the fuller life beyond the veil."

This solemn passage, pregnant with simple meaning, was echoed in the hearts of all who attended a memorial service, at St. John's Cathedral yesterday afternoon, for those who received their last call when valiantly fighting a desperate battle with the elements on board the ill-fated s.s. Kwongsang.

Wherever they happened to be yesterday, the ships operated by Messrs. Jardine, Matheson and Company Limited, and the Indo-China Steam Navigation Company Limited, paid tribute to the memory of the dead, flags on all these vessels flying at half mast, while in Hongkong harbour this token of remembrance was also followed by ships other than of these two companies.

Remarkable public sympathy was shown, as evidenced by the large number of mourners and sympathisers who attended. Well before half past five, the hour at which the service was timed to start, the pews were nearly filled.

Included among the mourners, was Mr. J. H. Ruttonjee, together with other relatives of the late Mr. Shroff, a passenger who lost his life in the disaster.

## The Governor Represented.

His Excellency the Governor was represented by his A.D.C., Capt. T.A.H. Colman, while the Hon. Commander G. F. Hole, R.N. (retired) represented the Government. Others present were Commodore A. H. Walker, accompanied by Commander Grace and Commander Curtis; also H.E. the G.O.C. Major General J. W. Sandilands, accompanied by Captain Cameron and Capt. L. A. T. Thorp.

Others present included the Hon. Mr. W. T. Southern, Hon. Mr. H. T. Cressey, Hon. Mr. E. B. C. Wolfe, Hon. Mr. C. Gordon Mackie, Mr. A. H. White, Hon. Mr. J. J. Patterson and Hon. Mr. Taylor. Among others, the Indo-China Company was represented by Mr. and Mrs. W. Sanderson, Mr. Annette, Mr. W. Lawson, Mr. C. Wilcox, Capt. and Mrs. D. Skinner, Capt. D. R. Kilbee, Capt. S. O. Mitford, (s.s. Fooching), Capt. Middeway, Mr. G. N. Nelson (chief engineer, s.s. Fooching) and Mrs. Nelson, as well as all the members of the shore staff, and number of officers from Indo-China Co. vessels in port.

Among those present from Messrs. Jardine Matheson and Company, Ltd. were Mr. and Mrs. A. B. Stewart, Mr. and Mrs. R. Gordon, Mr. E. F. Aucott, Mr. N. L. H. Raitton, Mr. A. Murdoch and Mr. Ho Leung (comprador).

Messrs. J. D. Danby, J. Thayer and F. W. James, of Messrs. Butterfield and Swire, were also present; and others noticed among the congregation were Capt. T. T. Laurenson D.S.C., Mr. M. F. Key (representing the Chamber of Commerce), Mr. J. H. Little, Mr. G. E. Mitchell and Mr. P. S. Cassidy.

In addition there were large naval parties from warships in harbour.

## Impressions Service.

Clergy taking part in the service were the Rev. G. T. Waldegrave, the Rev. H. V. Koop (who represented the Dean), the Rev. G. Walton Rogers, and the Rev. E. A. Armstrong.

The service commenced with the singing of the hymn "Jesus, Lover of my Soul," this being followed by Psalm 130. Then the lesson, Revelation—XXI, 1-7 was read. Following this were prayers and the hymn "Flings raised the tempest o'er the deep." Then came prayers, the hymn "Eternal Father strong to save," a final prayer, The Benediction, and the simple but none the less impressive service ended with the Dead March, played on the organ. The organist was Mr. G. K. Oliver.

## THE SHATIN DISASTER.

## WORK OF THE AMBULANCE BRIGADE.

Mr. Alfred Morris, Asst. Commissioner of the St. John Ambulance Brigade, has received the following letter from the Chief Secretary of the Ambulance Department of the Order of St. John of Jerusalem:

"Dear Sir, Your letter of 21st May with enclosures relating to the work done by members of the Brigade at the accident on the Kowloon-Canton Railway on 20th April, 1931, was brought to the notice of the Ambulance Committee of the Order and the Council and Chapter-General, by the Chief Commissioner at its last meeting. Those present learnt with considerable satisfaction of the very valuable services rendered on this occasion by Mr. A. J. Arculli and other members of the Kowloon-Canton Railway Division of the St. John Ambulance Brigade Overseas and it was unanimously resolved to recognise these services by the award of Votes of Thanks on Vellum to the following: A. J. Arculli, Wan Hau-kong, Chan Pak-ling, Pun Chi-fun, Tsang Chung.

Further communications regarding these Votes of Thanks will be forwarded to you direct by the Chancery of the Order.

I am instructed by the Chief Commissioner to ask you to convey to those concerned his deep appreciation of their services and the way in which they so worthily upheld the traditions of the Brigade."

## CHINESE WEDDING.

CELEBRATION HELD AT  
HOTEL CECIL.

A pretty Chinese wedding was contracted yesterday between Mr. Phoon Yau-shing of the Rensha News Service and Miss Chow Mo-ching of Canton, the marriage ceremony being conducted according to Chinese rites. The couple was present at a big reception tendered subsequently at the Hotel Cecil, where their relatives and a large number of friends gathered to welcome and wish them happiness and prosperity.

The toast of the bride and bridegroom was fittingly given by Mr. Wong Kwong-lin, who briefly mentioned the academic success of the bridegroom in Canton, where he also had shown enthusiasm in the organisation of sporting clubs.

Mr. Wong then dwelt on Mr. Phoon's work as a journalist, in his capacity of a staff member of the Rensha News Service of Hongkong. His writings, and his interest in social affairs, had been much appreciated.

The speaker also mentioned the bride's scholastic accomplishments at the Canton Women's Normal School, and congratulated her on her happy choice of such a bright and resourceful life partner in Mr. Phoon. He concluded by asking all present to drink to the health of the couple.

## A SPEEDY SEAPLANE.

ITALIAN MACHINE'S 635  
KILOMETRES AN HOUR.

De Senzana, Sept. 11.

A new Italian seaplane attained a speed of 635 kilometres an hour on Lake Garda.—Reuters.

[The speed in miles is about 397 m.p.h., an unofficial record, though British machines built for the Schneider race (and to be flown today) have attained over 400 m.p.h. in practice flights.]

## PLEASE NOTE.—

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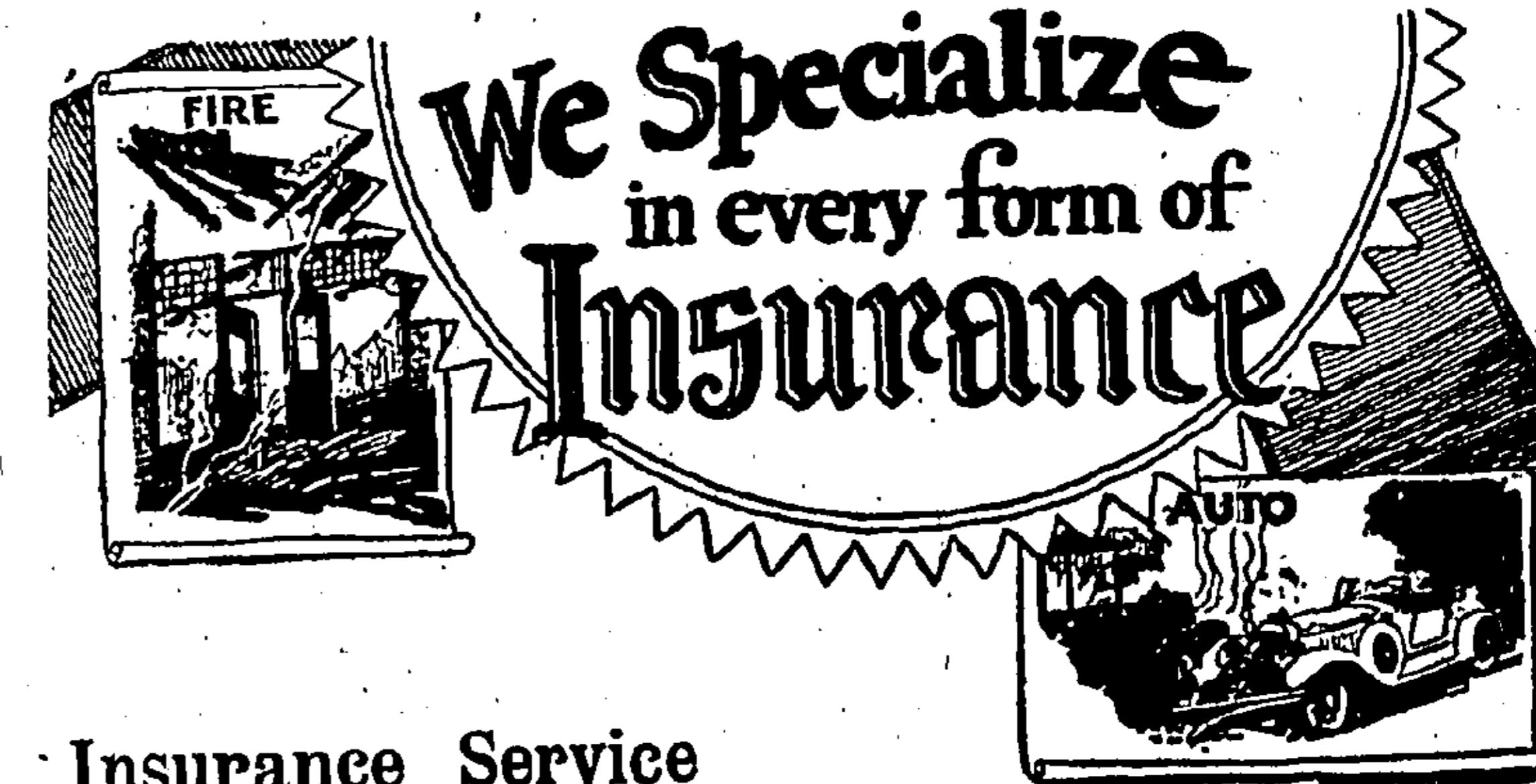
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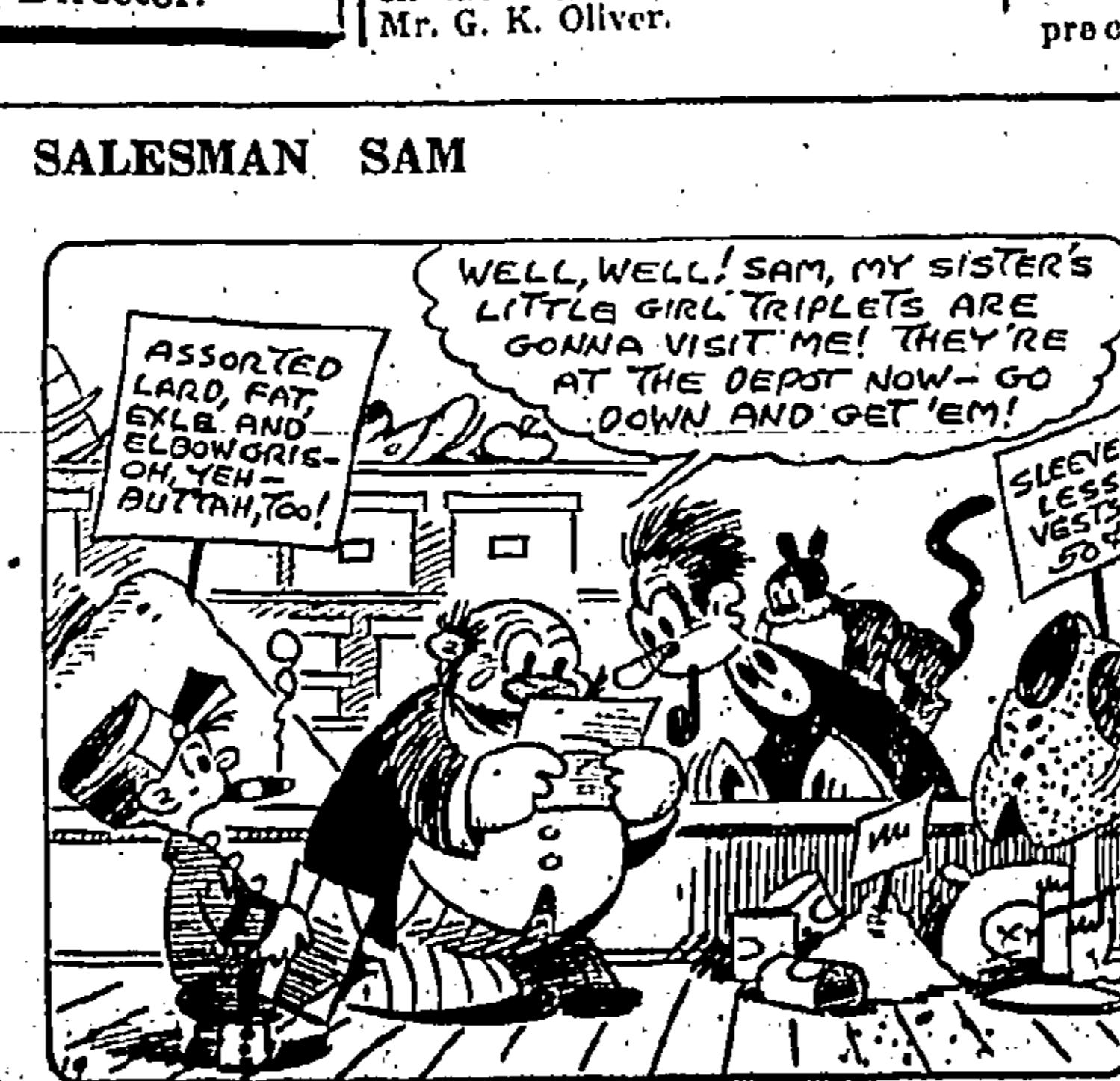
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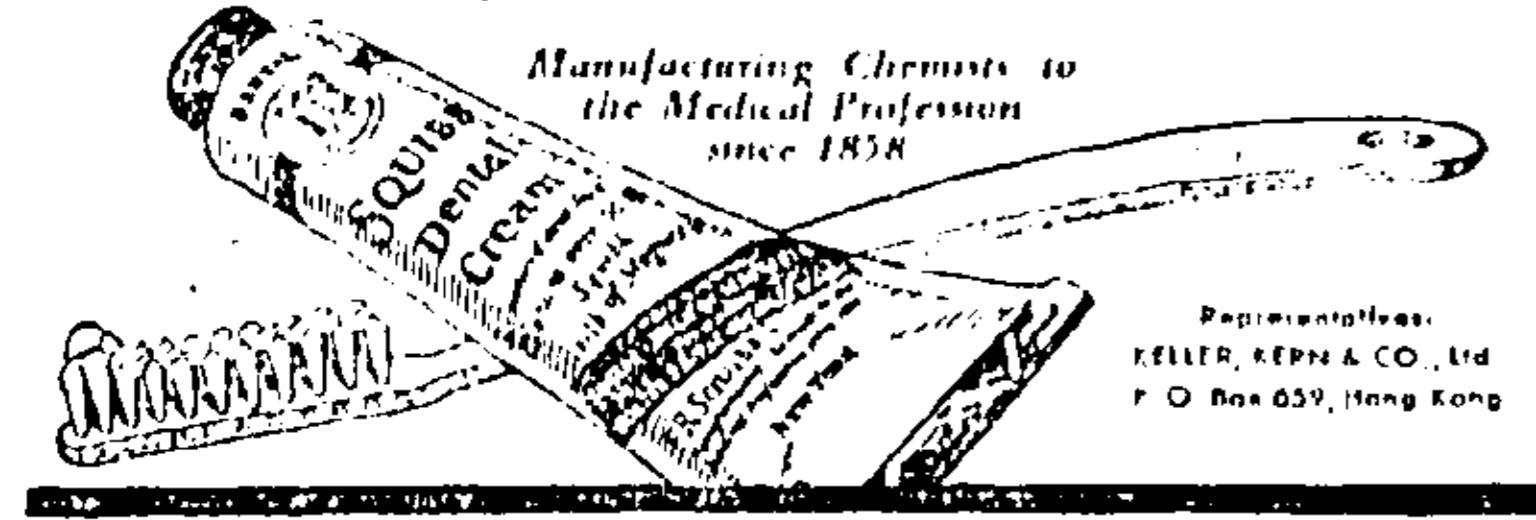
## Safeguard her from dental diseases!

Decayed teeth have an important bearing upon gum diseases, and children who practice proper mouth hygiene are remarkably free from them.

Squibb Dental Cream has contributed much toward this aid to health. It contains over 50% Squibb Milk of Magnesia, which neutralizes harmful acids at The Danger Line, where teeth meet gums. These acids are responsible for tooth decay and gum troubles. Squibb Dental Cream cleans beautifully and safely, and has a pleasant flavor. Teach your children to use Squibb Dental Cream every day.

## SQUIBB DENTAL CREAM

E. R. SQUIBB & SONS, NEW YORK



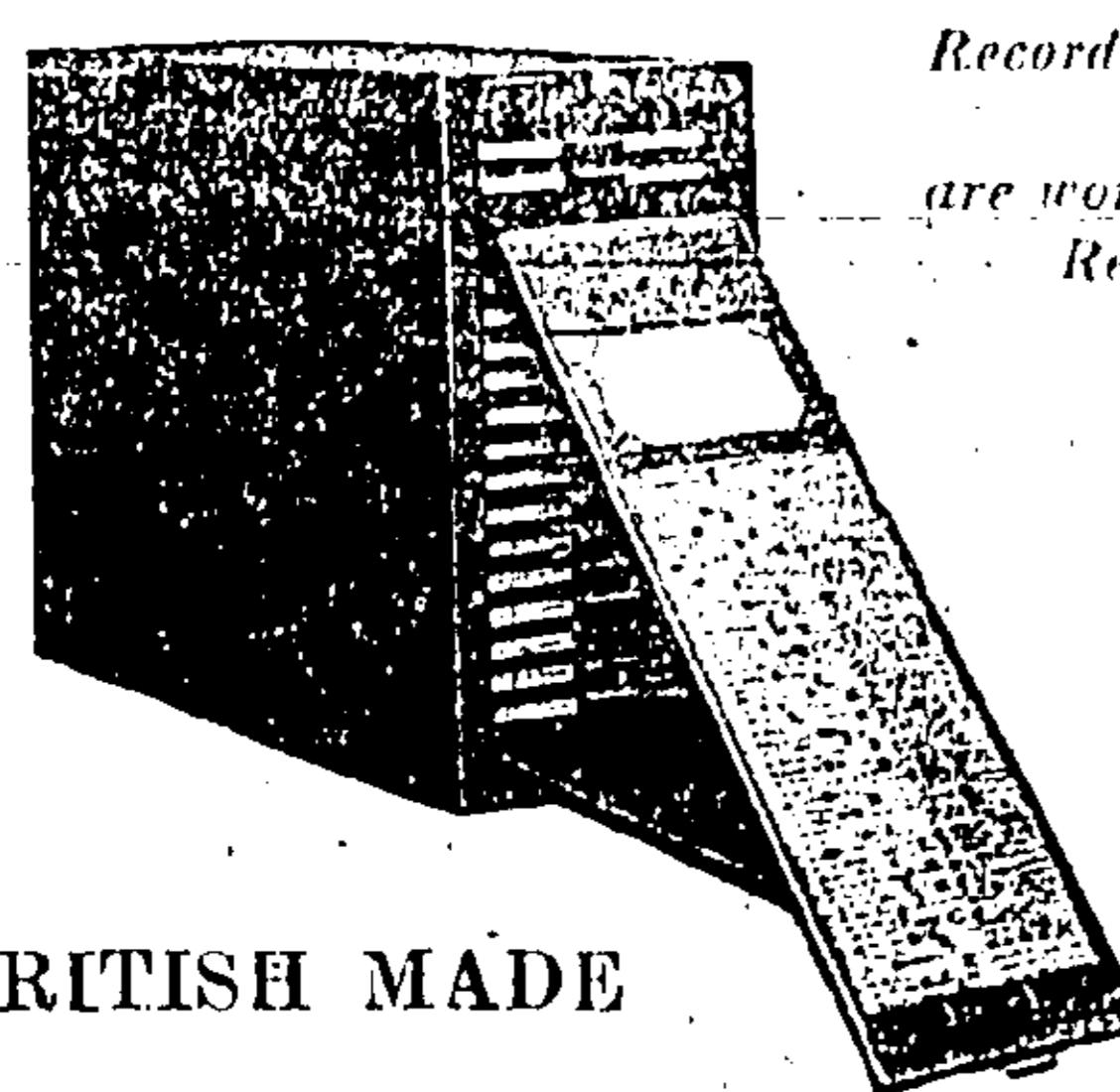
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## Heart of Liane

by MABEL MCLELLIOTT

### CHAPTER XXII

An office boy brought in a card to the shifty-eyed man in the swivel chair. The shifty-eyed man read it, ran his grimy finger appraisingly over the pastebord and said, "Tell her to come in."

He did not rise. His lids dropped with scarcely veiled insolence. "Miss—ah Lord?" He pretended to consult the card again.

The tall girl wrapped in her fur, a little half veil concealing the upper half of her mobile face, nodded haughtily.

"Cut out the acting," she said curtly. "Just because I haven't seen you since Florida, I'm no reason for you to pretend, you've forgotten me."

The man smiled evilly.

"I thought you preferred the—ah—connection to be severed. I paid you well. You said you wanted to get out. Haven't seen you since. What's on your mind now?" I suppose you're in the red again. You claimed never come around unless you want money. Not a one of you," he whined in mock pathos, "does a hand's turn for friendship's sake."

"Friendship?" The young woman in fur sneered.

"If I have what I call a hot tip I come to you. Otherwise I stay away. I don't like you and it's to your advantage not to tell anyone you know me. I've got tip now. What will you pay?"

The man spread out talon-like hands in a curiously expressive gesture. "He shrugged faintly. "Whaddya got?"

"It's good," said the girl quietly. "Good for the sheet or good for the racket?"

It was her turn to shrug now. "How do I know? Maybe one, maybe both. Either way it's what you call juicy."

The man reached into a pocket of his wrinkled coat and produced a greasy looking packet of cheap cigarettes.

"Have one?"

The girl's movement of withdrawal was so faint that another might not have seen it. The man did and his lips curled back over his yellowed teeth.

"Too nice for these, heh?"

"I smoke my own, thanks." She tapped one on a black enamelled case and lighted it.

"Well, spill it. Things have been quiet lately. I can stand a break."

The girl began to speak. Her voice rose and fell eagerly.

At the end of her recital the man said shrilly, "What you got against this doll? Sounds personal to me."

"You mind your own business." Her voice had an unaccustomed shrillness.

He shrugged again. "None of my funeral. It's good. We'll hop to it. What say we jump the young gent right away? He'll pay plenty."

She stood up. "You do it my way, or it's out. I tell you it will work."

"Oke, baby. You haven't muffed anything in the past. Why don't you come in with me regular? We'd make a team."

She laughed.

"Thanks. It only interests me as a side line. And only when I'm hard up. Remember if you ever try any funny business on me that I know more to your disadvantage than you do to mine. I can deny ever having seen you. But your record—!"

His eyes glittered. "Forget it! We've had this out before. I'm a good guy if you treat me right."

She was drawing on her gloves. "I know. I just wanted to remind you."

She went down the dirty stairs, picking her way meticulously. The man watched until the street door closed after her. He grinned.

"These dames," he muttered. "High hat as the devil and mean as hell! What's it to me?"

"Where have you been?" Fanny demanded petulantly from her station at a corner table in the Ritz. "I've been waiting for hours. You said you'd be here at one."

Tressa smiled good-humoredly. "I stopped at one or two places and you know how hard it is to get any place in this traffic."

Fanny held up two fingers and the captain rushed toward them.

"Do let us see-a-menu," she demanded pettishly. "I'm starving."

Tressa refused to let her sister a crossbow the delicious luncheon she presently ordered. She was vivacious. Her eyes danced and she chattered animatedly. When she espied two or three people she knew she waved to them.

"There's Van and Muriel," Tressa announced, ignoring Fanny's cold politeness. Poor Fanny who was always abysmally out of sorts when she was hungry.

"Where?"

"Over there behind that woman in the purple hat. Did you ever see such a headpiece? It's positively pre-war!"

"Don't start on that again," Tressa snapped.

But Fanny was persistent. "I shall if I like. I'm frankly baffled. I'd almost got round to buying our tickets for the south."

"Well, don't. At least, don't buy one for me."

She erased the frown for a smile as Van and Muriel approached their table. "Stop a minute. Fanny and I are boring each other stiff. We long for a bit of gossip to cheer us up."

Muriel sat down with a clatter of bracelets and vanity boxes. "Don't know a thing. Sorry! Every thing's dead. Give me a cigarette, somebody."

Van produced one and conversation halted as it was lighted.

"What?" Fanny Amberton inquired malevolently. "Did girls say to men before they learned to ask for cigarettes?"

"They pouted," Van told her promptly. "Or they blushed and bluffed."

"Not a blush or a bridle in the lot of 'em now, more's the pity." Fanny remarked briskly.

Muriel had slumped back in her seat, looking extraordinarily like a painted doll. She had a taste for the faintly bizarre. In clothes and to-day she looked like the girl on the Christmas posters. She wore a short jacket of white fur and close fitting white fur hat. In this frame her sharply etched highly coloured little face looked impudent and unreal.

"This is the most poisonous town," she drawled. "Can't think why anyone lives here. Van, take me to Cannes, won't you?"

"At once?" His tone held the admitted superciliousness of an adult for a troublesome child.

"Well, to-morrow, anyway."

"Sorry, I have a board meeting to-morrow."

Muriel forgot her drawl for an instant and became all sparkle and gaiety as she bowed to a burly man in a blue suit.

"That's Hinky, the fighter. Met him at Adele's Friday for ten, rather fun. Everybody pulled his leg and he didn't know it. I adore fighters, don't you?"

Tressa, appended to, said, "I don't know any."

"Oh, but you should! It's very chic this season. Van, don't take me to Cannes until next week. Want to see Hinky at Madison Square Garden on Friday."

Van dropped his lids. "I thought you were going to the Garrisons' dinner?"

Muriel clasped her hands in mock dismay. "Heavens, Van! Don't ask me to do that! I'd die of boredom at the Garrisons'. Get me out of it. I must see Hinky in his little green shorts. They say he's the cutest thing!"

Fanny Amberton, having listened to quite enough of this, began to draw on her gloves.

"No, don't get up, Van. I'm just running over to speak to Lady Devenant. Hold the check for me, Tress. I'll be back in a moment."

Muriel drawled, "I want to put on a new face, Van. See you on the Madison Street side in a jiffy."

He started to make his farewells, but Tressa halted him.

"Mind stopping for a minute, Van? Muriel will take ages doing her mouth with lip red."

He turned his dark, curiously inexpressive gaze upon her.

Tressa smiled. "Do sit down! Fanny will be back in a minute but there's something I particularly want to say to you."

(To be Continued.)

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A twenty-four year old English girl who has worked nearly two years for well known company and who possesses first-class credentials, desires position in the capacity of typist and office assistant with representative local business concern. As future is of paramount importance shall be glad to accept any reasonable offer. Write Box No. 849, "Hongkong Telegraph."

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## New Advertisements.

## INDIAN RECREATION CLUB

Notice is hereby given that the 13th Annual General Meeting of the Club will be held at the Club premises on Saturday, the 19th day of September, 1931 at 4 p.m.

**Business**—To receive the Statement of Accounts, to elect Officers, a Committee etc., and to transact any other business.

A. H. MADAR,  
Hon. Secretary.

## CHURCH NOTICES.

**To-morrow the Fifteenth Sunday after Trinity.**

## LOCAL SERVICES.

St. John's Cathedral, Hongkong, 13th September, 1931. Fifteenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. N. V. Hardward. Evensong 6 p.m. Preacher: Rev. H. V. Koops.

Union Church, Kennedy Road. Sunday, 13th September, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher at both Services, Rev. E. G. Powell. Social Hour after Evening Service, Sunday School: Kennedy Road, 10 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Substance." The Sunday School is held on Sunday Morning at 10 o'clock Wednesday Evening Meeting at 6.00 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon, 13th September, 1931. Fifteenth Sunday after Trinity, 8.15 a.m. Holy Communion, 10.00 a.m. Primary Sunday School, Young People's Service, 11.00 a.m. Morning Prayer and Sermon. Preacher: The Vicar, 6.00 p.m. Evening Prayer and Sermon. Preacher: Rev. E. A. Armstrong.

Wesleyan Methodist Church, Wan-chai. (Opposite Royal Naval Hospital, Queen's Road, East.) Sunday, 13th September, 1931. Morning Service: 10.15 a.m. Evening Service: 6 p.m. Preacher at both Services: Rev. J. C. Knight. At the Sailors' and Soldiers' Home, 22, Hennessy Road, Wan-chai. Every Sunday at 8.15 p.m. Service Men's Hour. A hearty welcome to all.

## G. R.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on Monday, the 14th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Sai Ying Pun, Kowloon City; in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

## PARTICULARS OF THE LOT.

| No. of Sale | Registry No.                     | Locality  | Boundary Measurements | Contents in  | Annual | Upset Price |
|-------------|----------------------------------|---|-----------------------|--------------|--------|-------------|
|             |                                  |   | N. S. E. W.           | Sq. feet     | Rent.  |             |
| 1           | New Kowloon Island Lot No. 1387. | South of New Kowloon Inland Lot No. 1382, Sai Ying Pun, Kowloon City. | As per sale plan.     | About 15,000 | \$316  | \$22,500    |

## G. R.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on Monday, the 14th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one

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## SUGAR MARKET.

## THE LATEST CABLED QUOTATIONS.

The following cable at the close

of the sugar market yesterday has

been received by Messrs. Pen-

treat and Co.

**London Terminals.**

March 1932 5/11 1/4 down 1/2d.

May 1932 6/1 1/4 down 1/2d.

August 1932 6/3 1/4 down 3/4d.

December 1932 5/8 1/4 down 1/2d.

New York Terminals.

March 1932 1.38 down 4 pts.

May 1932 1.42 down 5 pts.

July 1932 1.48 down 4 pts.

September 1932 1.62 down 5 pts.

December 1932 1.34 down 4 pts.

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## CINEMA SCREENINGS.

### NOTES SUPPLIED BY THE THEATRES.

Acclaimed as a great triumph, Radio Pictures' "Cimarron," which is showing to-morrow at the Queen's Theatre, is truly an epoch in motion picture history.

It reveals Richard Dix in a new and startling role . . . that of Yancey Cravat, glamorous hero of the mighty Edna Ferber story. Given the greatest chance of his long and notable film career, Dix comes through with a characterization that will rank high among the best performances in the history of modern entertainment.

In Irene Dunne, Radio Pictures has made the most sensational discovery of the talkie age. Not only is her beauty and stage presence unsurpassable, but her acting is nothing less than inspired.

Rosco Ates exhibits a Chaplinesque sense of humour that evokes tears through gales of laughter—and vice versa, while George E. Stone after this will be considered among the foremost character actors.

In fact, every member of the cast of thirty-three artists is outstanding—Edna May Oliver, Nance O'Neil, William Collier, Jr., Stanley Fields, Eugene Jackson, and a long list of others. But the emotional relationship between Yancey and Sabra: It's like the beauty and power of a mighty mountain torrent which relieves mere spectacle, quaint realism and other story splendors to the background. Never before has there been a love story as strange, or filled with as many cosmic thrills. Here is one picture that has kept faith with the original author, "Cimarron," on the screen, if anything, flatters the novel and the characters. It is bigger and finer in every way.

"Mr. Lemon of Orange."

El Brendel, the funny Swedish comedian, makes his bow as a bold, bad gangster in "Mr. Lemon Of Orange," Fox comedy at present filling the King's Theatre with laughing patrons. Costarred with Brendel is the vivacious French comedienne, Fifi Dorsay, who has the role of a slinger in a night-club that serves as headquarters for a dangerous gang of hijackers. Brendel plays two roles in this production, the first that of an innocent toy store salesman, and the second as "Silent McGee," notorious gang chieftain for whom he is mistaken.

A strong supporting cast includes William Collier, Sr., Ruth Warren, Donald Dillaway and Joan Castle. John G. Blystone, who has produced more than 100 outstanding pictures for the screen, directed.

Brendel stumbles into the danger zone immediately after a truckload of liquor has been hijacked, and Fifi Dorsay's brother killed. Brendel's remarkable resemblance to McGee causes Fif to seek revenge for the murder of her brother on the innocent toy store employee. She invites him to call on her at the night club where she works. He accepts and proceeds to have the time of his life, utterly unaware of the fact that the gang is all set to "give him the works" the moment Fif is able to learn from him where the liquor truck was taken. Dillaway, in love with Joan Castle, Brendel's niece, learns of the plot and discovers the case of mistaken identity and is able to tip off Brendel to his peril just in the nick of time. After escaping in a novel manner, Brendel becomes the centre of a gang fight and finds himself mistaken by McGee's own men for their leader. In this predicament he tries to act as he thinks a gang boss would, and adds considerably to the comedy of the situation and his final escape.

One of the features of the production is the song, "My Racket Is You," which is sung by Fifi Dorsay in her role of cabaret entertainer. The song was written by James Hanley.

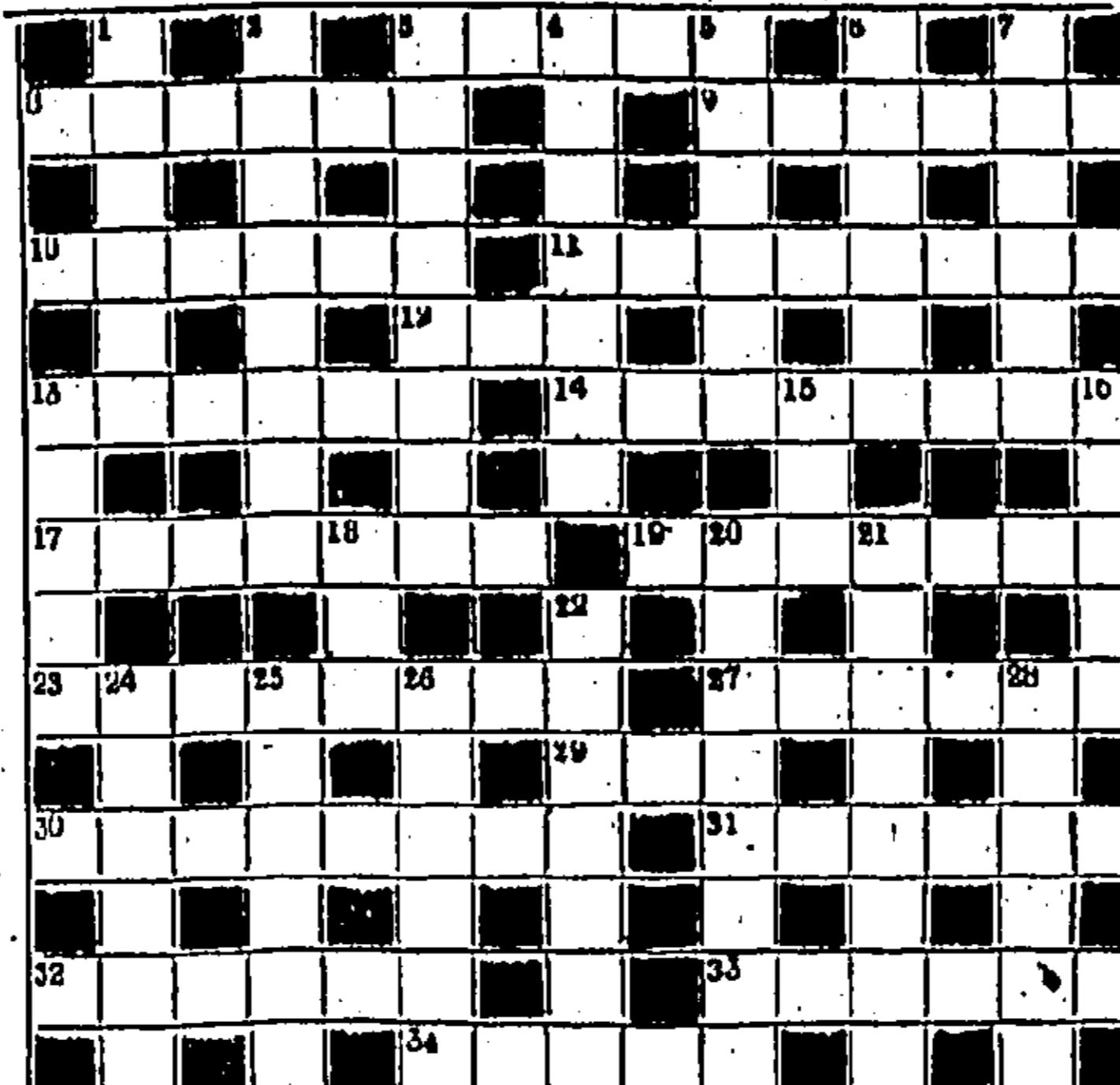
"Up the River."

Humphrey Bogart is destined to become one of the screen's foremost leads in the prophecy of studio officials after seeing his work in "Up The River," John Ford's hilarious comedy for Fox Movietone.

A stage actor of note who became an overnight sensation in Belasco's "It's A Wise Child" on Broadway, Bogart was snapped up by Fox officials and brought to Hollywood, where he made his screen debut with Victor McLaglen after he was assigned the romantic lead opposite Claire Luce.

It is natural, but nevertheless a little unfair, to presuppose that the talking films will vulgarize any classic they touch and it would be

## OUR BRITISH CROSSWORDS.



### Across

- It'll cost you a shilling to see the tyrant.
- Model.
- Their laughter does not indicate a happy mind.
- Split.
- Although this operation begins in camp, it may be purely political.
- A way they have in many a French town—to our regret.
- East—and yet, not quite Oriental.
- Distribute.
- Height achieved by certain ends.
- Although this is very biting, it may easily be made quiet.
- A flexible device employed by the octopus.
- Hostility.
- A corsair's end.
- Although he may, in a measure, spoil metal, he will never spoil men.
- He offered no choice.
- A necessity to the fisherman this.
- Went astray.

### Yesterday's Solution

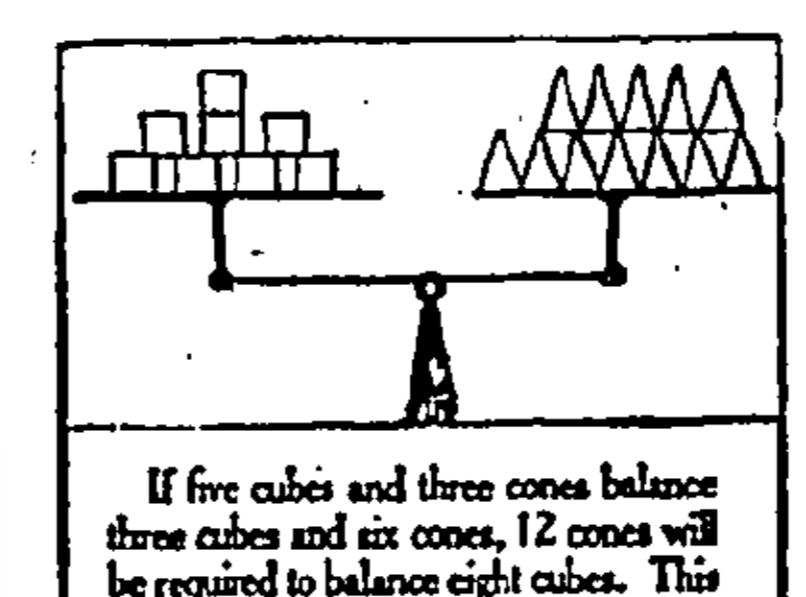
B E E L Z E B U B   T E P I D  
O F C A L L R I T E O  
C O L U M B I N E   M A G A W  
H I A B S A T B K N  
E N T R E A T   D R E S S E R  
T I S E T T I N Y  
C O L L I E R   B I S S I N G  
A L I C E   L I F T  
R E Q U I R E   B E N E F I T  
B U M M I N G  
I D O L I S E   A Q U A T I C  
N I G H T   R Y G I T A  
E R I C A   A P A T H E T T O  
E C C T   L E D T T H  
R E V E   D R O P S C E N E

## STICKLERS

V R Y V S S A Y S L G A N C .

By inserting the same vowel eight times, in the correct places, among the letters shown above, a complete sentence can be formed.

### Yesterday's Solution



also a Broadway importation, in this new offering.

Unlike most actors, Bogart began his entertainment career in pictures. He was an assistant director and studio manager for the old World Film Company, but soon became a theatrical manager for George George and Alice Brady. He then appeared before the footlights in "Meet the Wife," and "The Clean-Up," "Hell's Bells," and "Cradle Snatcher."

Spencer Tracy, Warren Hymer, William Collier, Sr. and Joan ("Cheesie") Lawes were the other featured roles in "Up The River," which is coming to the King's Theatre next Wednesday, and which is said to be one of the funniest talkies yet produced. The huge supporting cast includes George MacFarlane, Johnnie Walker, Edythe Chapman, Morgan Wallace, Guylord Pendleton, Sharon Lynn, Noel Francis, Althea Henry, Goodloe Montgomery, Joe Brown, the Keating Sisters, the noted vaudeville team of "Black and Blue," Louise Mackintosh, Pat Somers, and dozens of other screen and stage celebrities. John Ford, who captured the Photoplay gold medal with his screen masterpiece, "Four Sons," directed the film from the original story by Maurine Watkins.

"Resurrection."

It is natural, but nevertheless a little unfair, to presuppose that the talking films will vulgarize any classic they touch and it would be

only too easy to enumerate the false quantities in the Universal film "Resurrection," now showing at the Central. At one moment it looked as though even Tolstoy's novel was not to be safe from the invasion of the theme-song, but this ultimate indignity is happily not visited upon it, and, while the essence of the spiritual struggle in the souls of Katusha and Dmitri evaporates in the director's understandable insistence on the most obviously dramatic, there remains, when all is said and done, a film of imposing proportions not without merit and not without dignity.

Miss Lupi Velez, as Katusha, is not a little responsible for raising the film from the depths of melodrama to that higher level which inspires pity and terror in the hearts of the audience instead of the crude anxiety to know what is going to happen next.

Katusha suffered much and changed in her suffering, and every change finds a true and vivid reflection in Miss Velez's acting.

Be Sure and See

## CIMARRON

At the Queen's Theatre Starting Sunday.

A Large Part of this Great Picture was taken in the  
**TEXACO**  
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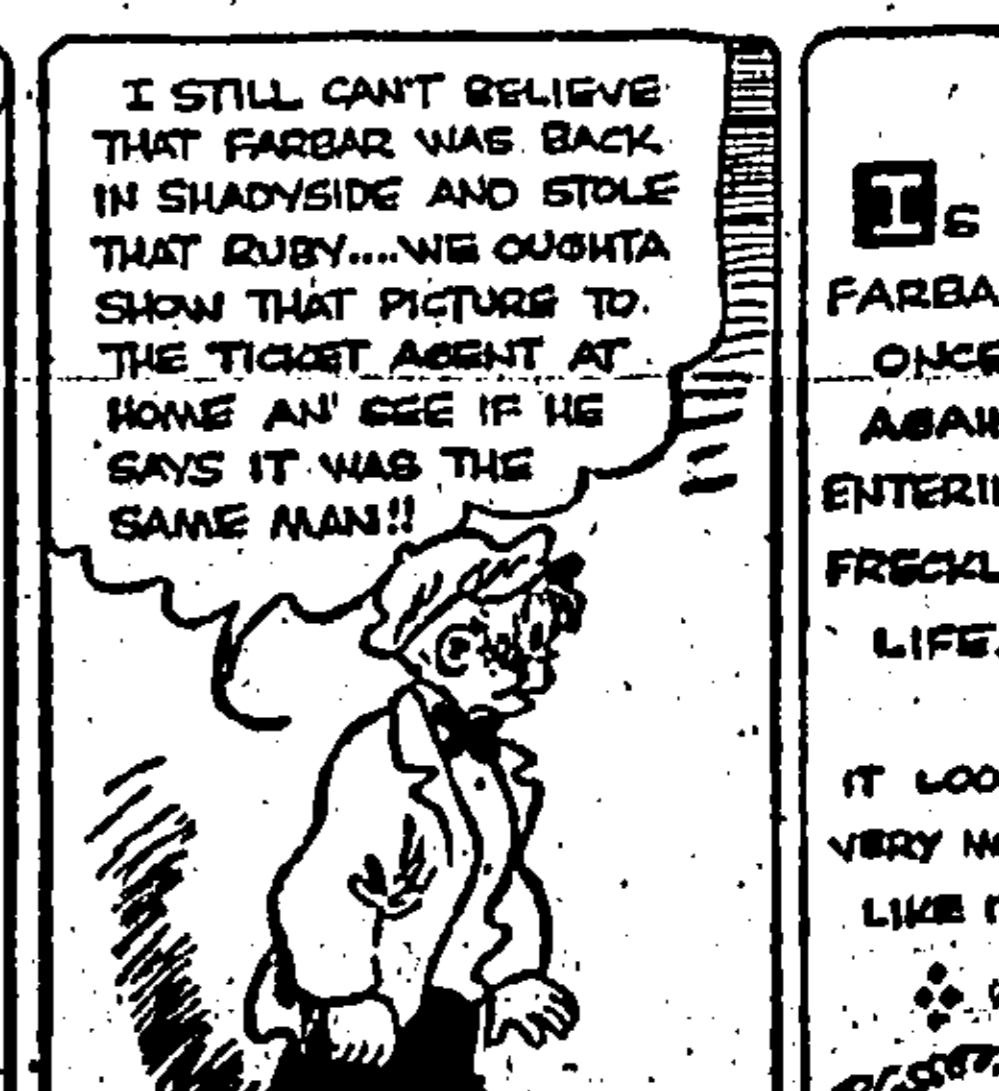
by well-known Baritone

Mr. Marshall

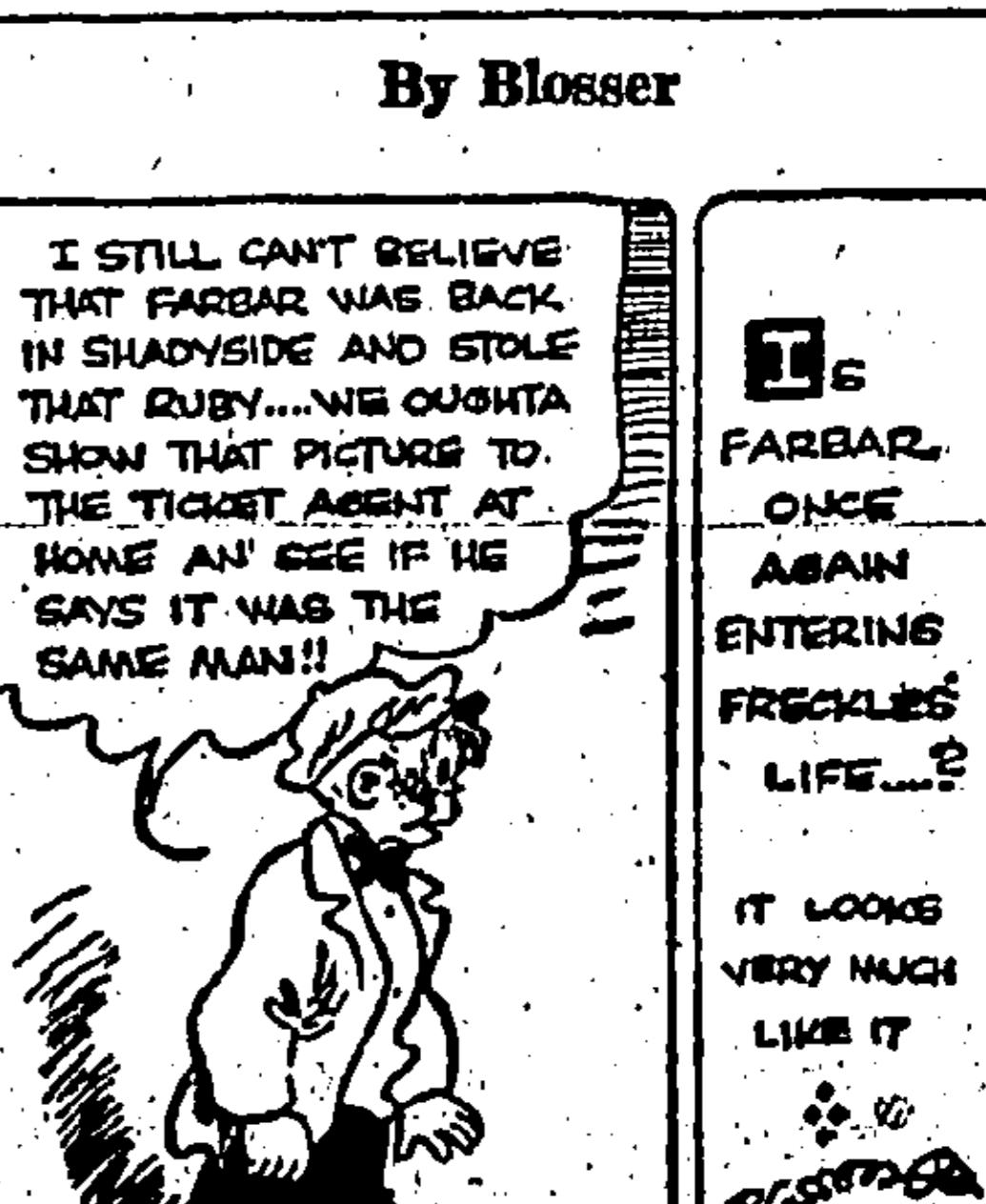
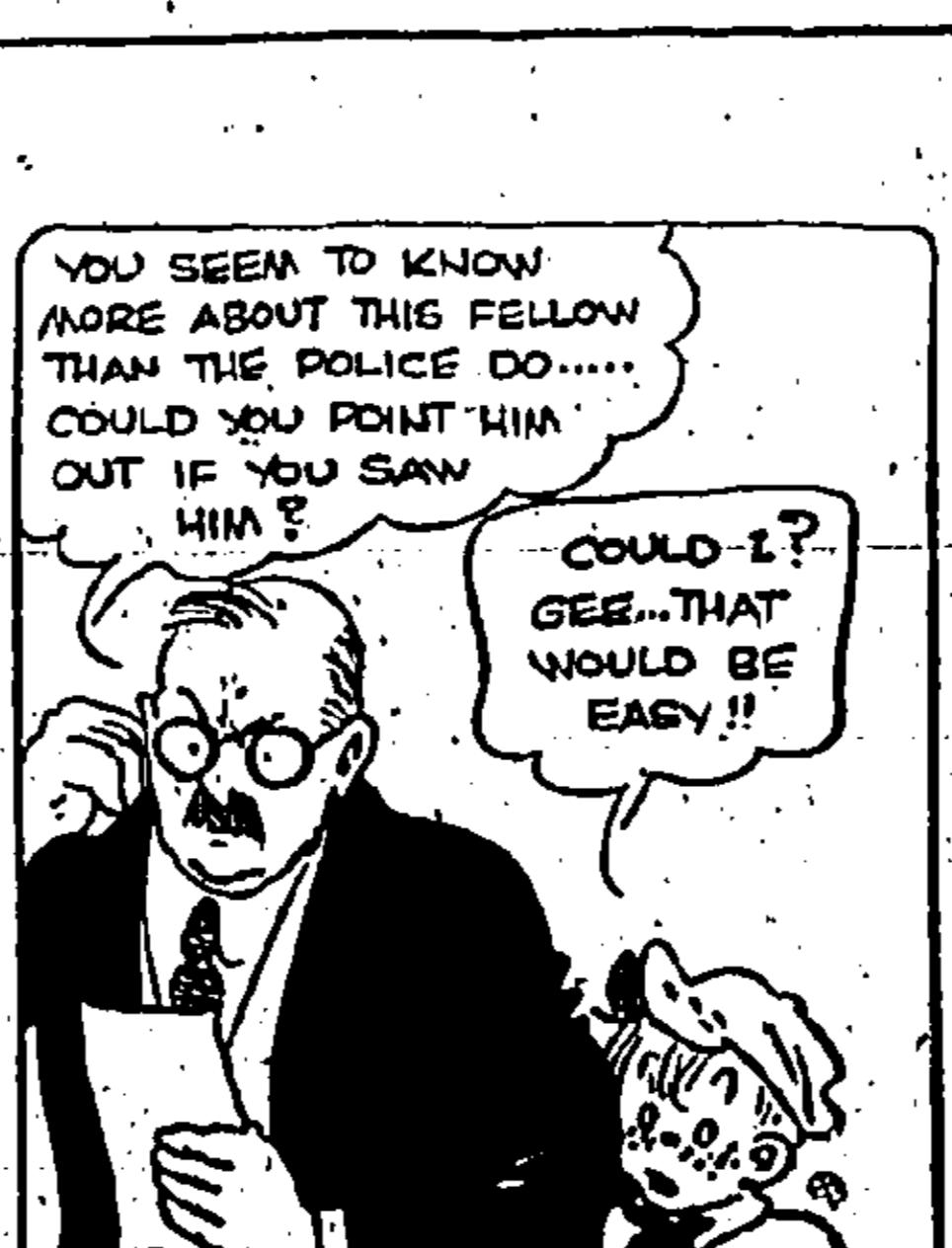
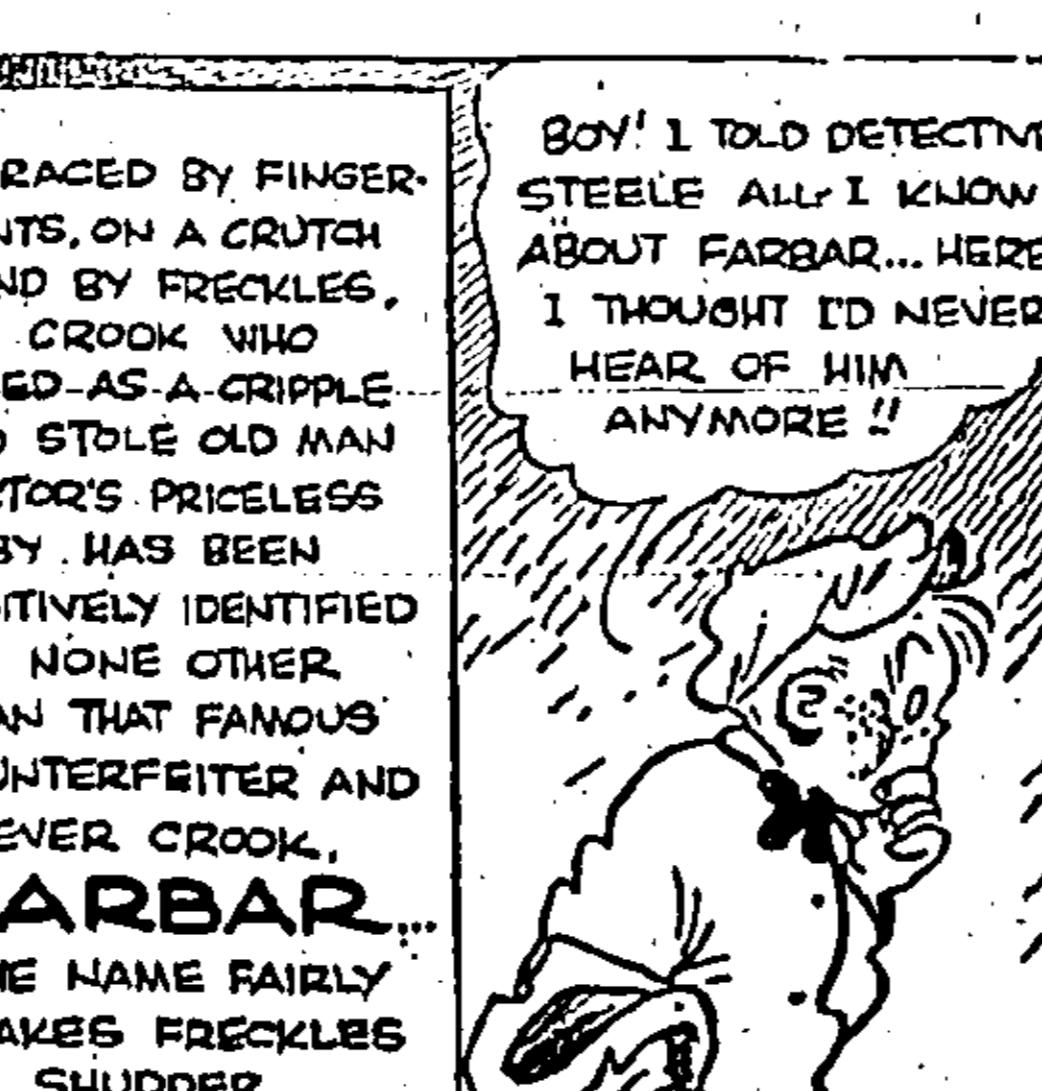
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No increase in prices

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## FRECKLES AND HIS FRIENDS







# Hongkong Telegraph.

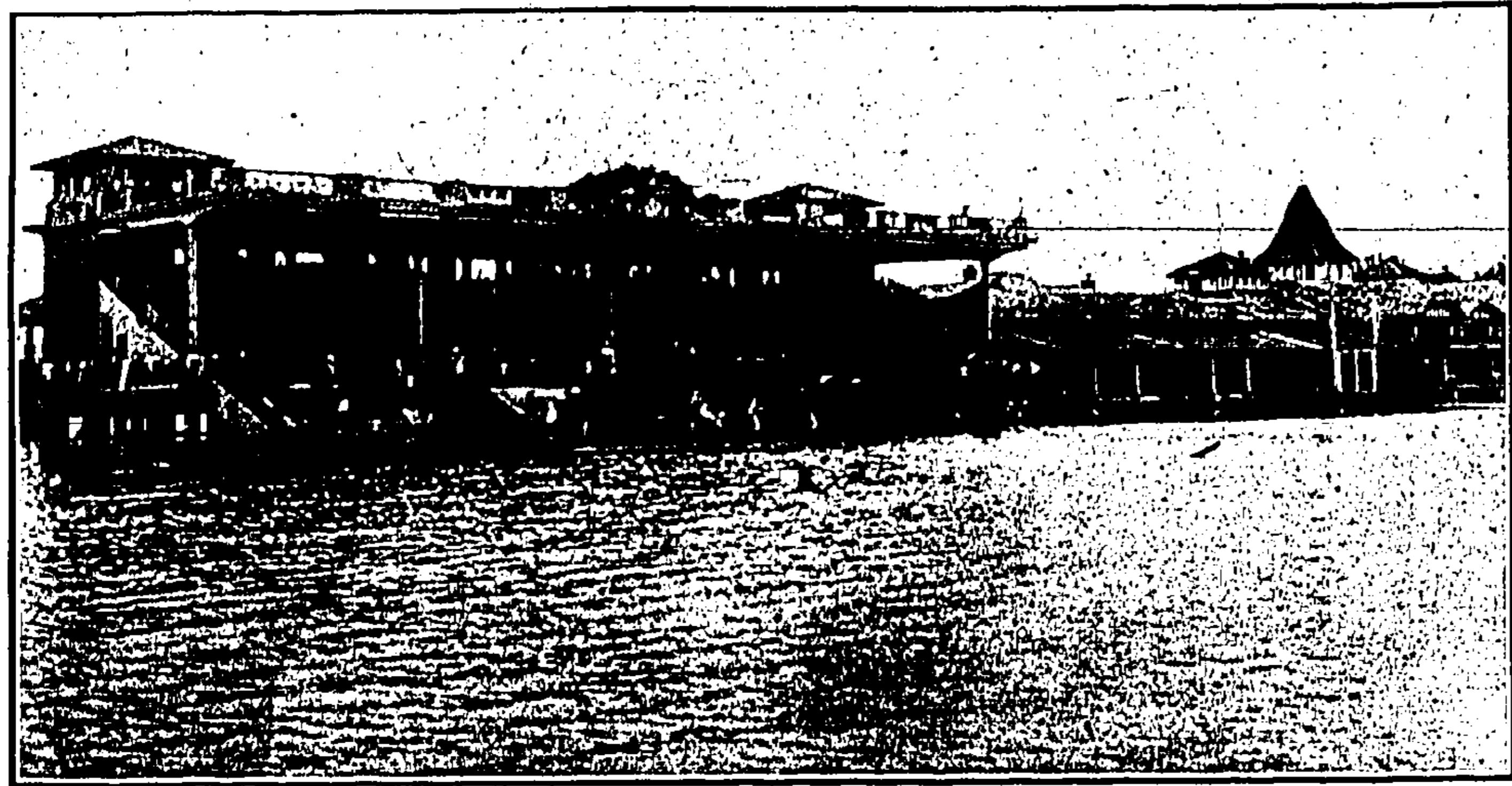
## Pictorial Supplement

September 12th, 1931.

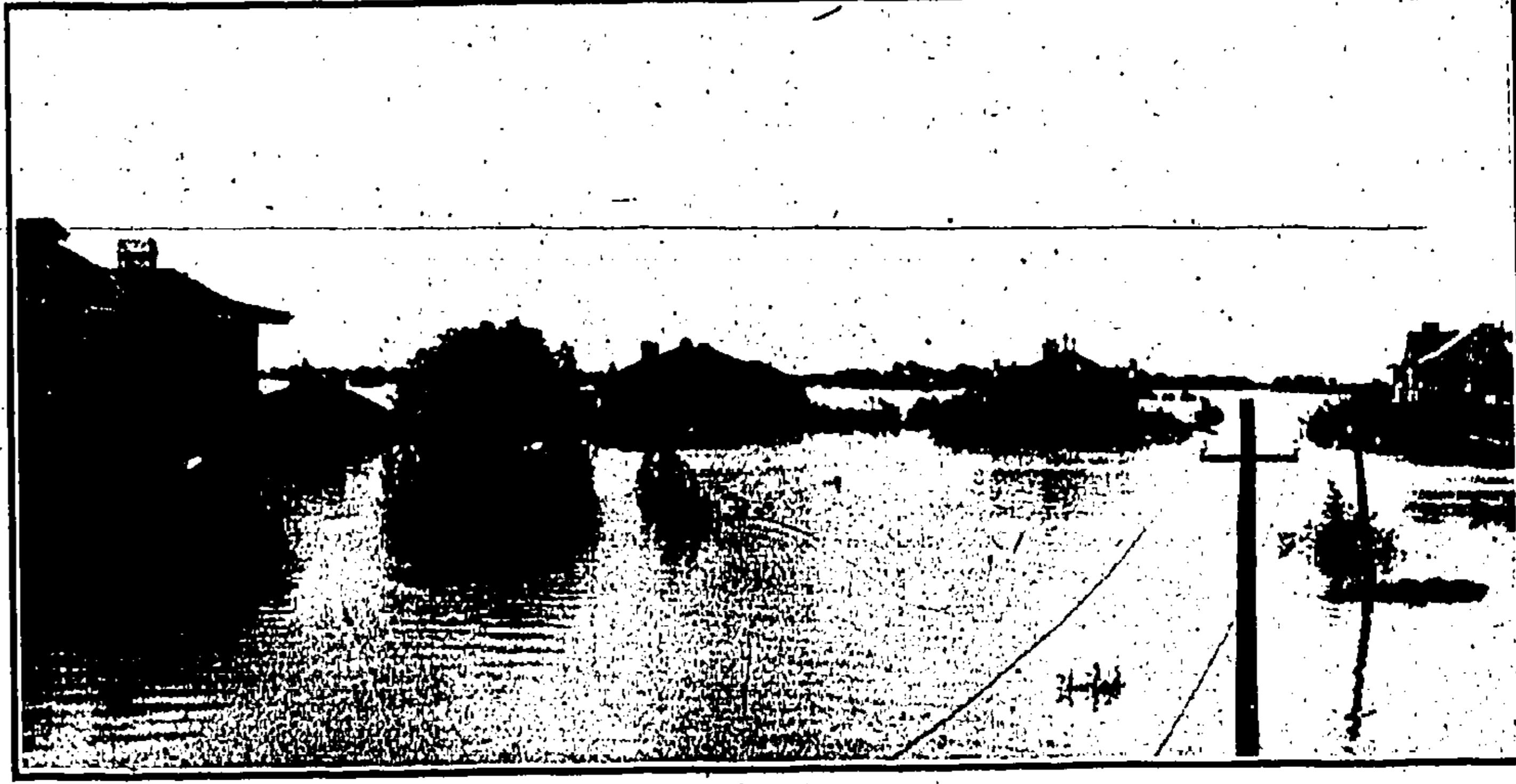
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UNDER THE  
PERSONAL SUPERVISION OF  
ALPHONSE



This is how the Hankow Racecourse looked a few weeks ago as a result of the disastrous floods in and around the city. Latest reports state that the water has reached the level of the grandstand roof.



Here is a scene on Jardine's Estate at Hankow. The water has since reached the eaves of the houses, which have, of course, been vacated.



Sampans are in great demand on the flooded streets in Hankow, being the chief means of conveyance. On right, is the entrance to the Hankow Club. The water has since risen above the wall.



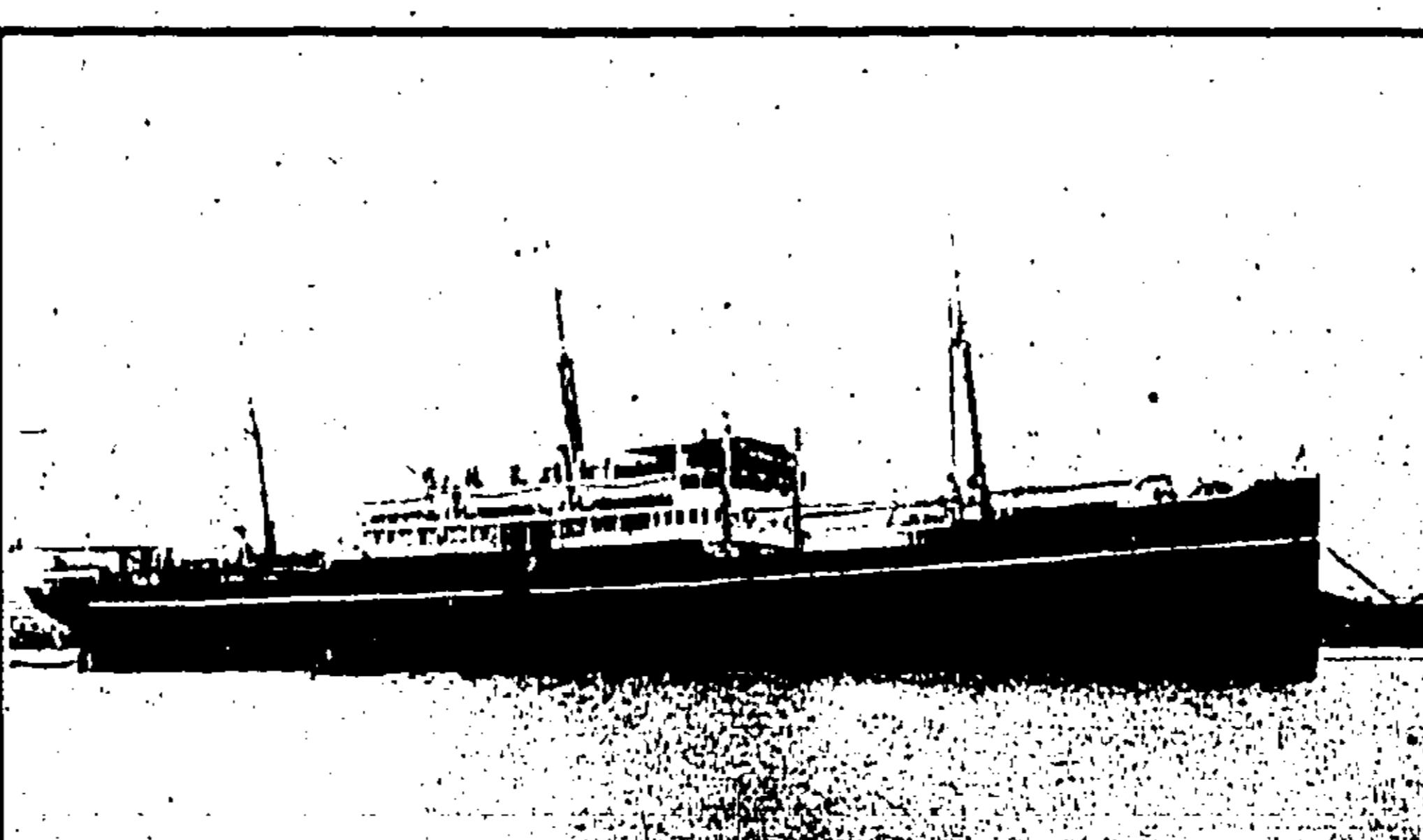
Another view of the flooded racecourse at Hankow. Photo shows the starting gate at the nine furlongs post and the Judge's box in the distance partly submerged.



A typical scene on the Bund at Hankow, in the former British Concession. The building seen in the foreground is the Hongkong and Shanghai Bank.



Here is another Hankow flood scene. It shows the conditions outside the former British Police Station.

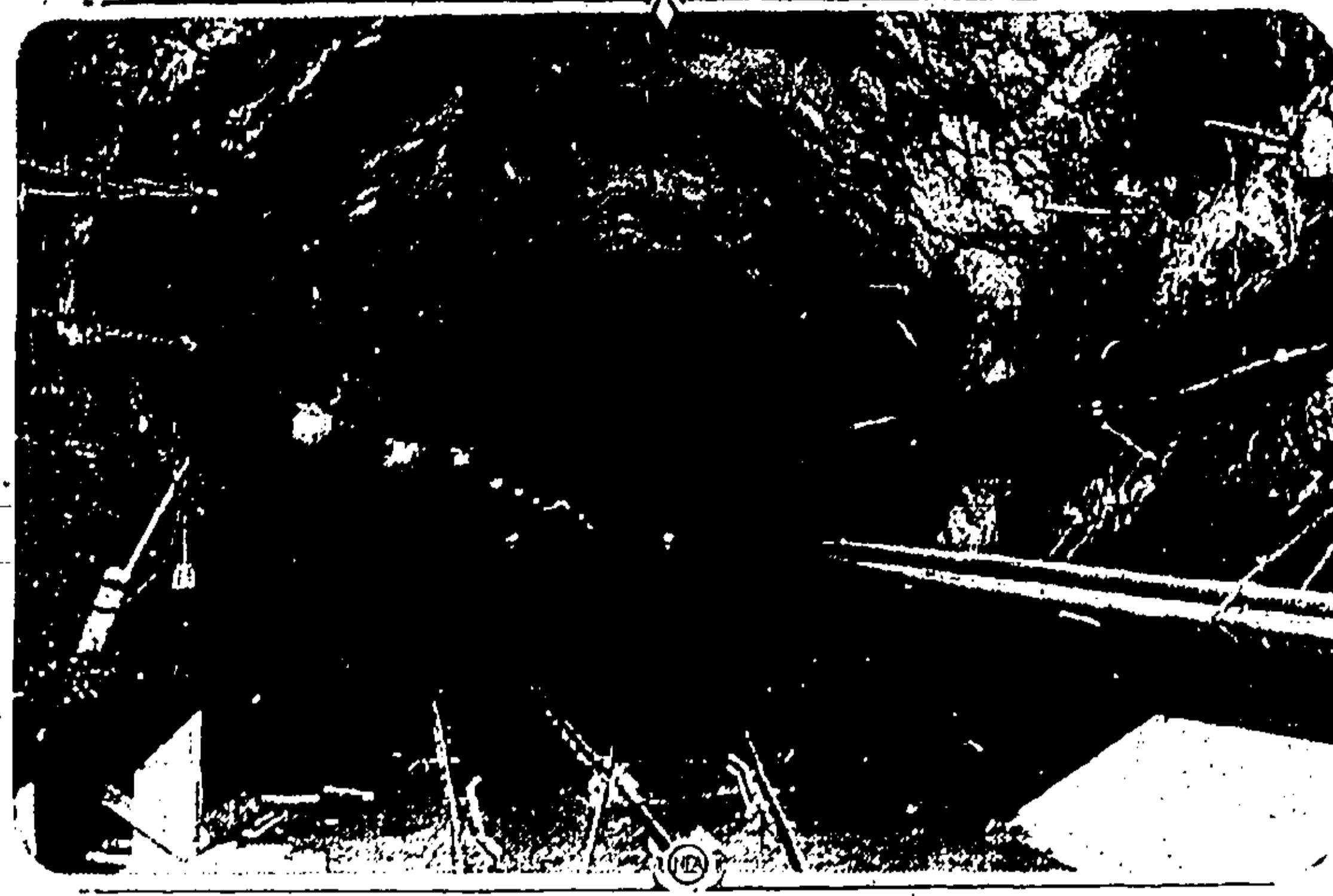


The East Asiatic Company's new motor ship 'Mujnam', which was thrown open to public inspection in Hongkong on Friday of last week. The vessel was greatly admired by all who went on board.



A very pretty wedding took place at Union Church, Kowloon, when Miss Mary Wilson Nicol, daughter of Mr. and Mrs. R. S. Nicol, R.A.M.C., was married to Sergeant J. Landau, R.A.M.C. The above bridal group was taken after the ceremony. (Photo: Ming Yuen Studio).

## NEW YORK SUBTERRANEAN WATERWAY. MORE COSTLY THAN PANAMA CANAL.



A glimpse inside the dark interior of New York's new \$315,297,000 subterranean waterway...a section of the huge aqueduct that will supply water to quench the metropolis' thirst.

They're building the world's most costly waterway into New York City. It will set back the taxpayers, and their children, and their children's children, something like \$315,297,000 more than was spent in building the Panama Canal.

But this waterway is not navigable. In fact, New York never even will see it. For it is only an aqueduct far underground, and is just another piece of plumbing in the house of Father Knickerbocker. It is being built so that New York may quench its thirst, keep clean, put out its fires, sprinkle the geraniums and replenish the gold fish bowl.

### A City of Night.

If all this sounds too simple, come down into City Water Tunnel No. 2, the one that was started in 1928 and will be finished next year, and see what must happen before a city dweller can turn a faucet for his evening bath.

As far below the city's streets as medium-sized skyscrapers tower above them, 3,000 men are at work. No din of traffic nor roar of trains reaches them here. They work around the clock, but each 8-hour relay is a night shift so far as the men are concerned. It is black midnight in the tunnel, except where electric bulbs puncture the darkness.

Heat waves don't bother the muckers and drillers and engineers. At 500 feet below sea level, the temperature is constant 55 degrees. It is wet work, too, with the jagged walls of the cavern dripping from every seam and pore, and veins of water frequently encountered.

They started with exploratory borings along the tunnel route, which reaches 29 miles from the Hill View Reservoir in the City of Yonkers, through the Bronx, under the East River, and across the Boroughs of Queens and Brooklyn, parallel to Manhattan and Tunnel No. 1 which has been in operation there for 15 years.

At intervals of a little more than a mile, they sunk seventeen big vertical shafts. With caissons of steel they penetrated the earth, then the 100-foot layer of watery quicksand. At bedrock they blasted down and down, to a distance of a tenth of a mile.

### Longest Tunnel Ever Driven.

From each shaft, borings were begun in two directions. With

pneumatic drills and dynamite, with shovels, brown and blueprints they began the longest continuous tunnel ever driven through the earth. Foot by foot, through the solid limestone, granite, and schist that permitted the building of the great city above, they hewed a hole that, when lined with a thick layer of concrete, will be seventeen feet in diameter.

By 1938 the new aqueduct and tunnel will be delivering 700,000,000 gallons of water daily, enough to meet the increasing demands of the city for about 15 years. After that—well, they'll just go out and dig some more.

The 116-mile aqueduct will be constructed at a cost of \$272,580,000, while the 20-mile city tunnel, nearing completion, will have cost \$42,692,000 and more than two score lives.

### Death Always Present.

The latter has proved one of the most hazardous peace-time projects on record, yet investigation has showed that nearly all of the 42 deaths so far have been the result of carelessness. For the number of men employed, and the length of time they have dared the natural perils, the list is not considered alarming.

A slip from a shaftway, a leap from a moving electric train, an incautious approach to a threatening rock slide—these things mean death. A drill turned into a boring where lies an unexploded charge of dynamite—and a "Dangler Wanted" sign goes up on the little office stop the nearest shaft.

### Tons of Dynamite.

It takes five pounds of dynamite to loosen one cubic yard of rock. The total dynamite used to date is 100,000 cubic yards. The total length of the city tunnel is 105,800 feet, but there are only a few hundred yards yet to go, and by Christmas the last shot will be fired.

Then, however, the hard-rock gangs will not have to join the milling army of the unemployed in the streets above them. They will go up to the north and begin a seven-year job on the new aqueduct that will reach from the tunnel's end into the Catskill mountains, 115 miles away.

### Water Buddy Needed.

That great waterway, which will run under rivers and mountains, is the first taken since excavations were started at Williamsburg, Virginia, to uncover the ruins of the former royal governor's palace and surroundings. Above are shown the foundations of the palace and the marble floor, and in the inset is the opening to a mysterious passageway.

## PALACE RUINS IN VIRGINIA.



These pictures are the first taken since excavations were started at Williamsburg, Virginia, to uncover the ruins of the former royal governor's palace and surroundings. Above are shown the foundations of the palace and the marble floor, and in the inset is the opening to a mysterious passageway.

## LAURA INGALLS. THUMB-NAIL SKETCH OF FLIER.



LAURA INGALLS.

Blue eyed, dimpled...wears feminine sports clothes when not flying...and white coveralls when she is.

Laura Ingalls, heir-apparent to the feminine "Lone Eagle" title, is 28 years old, stands 5 feet 4, weighs 125 pounds—and all of it is sturdy independence.

Orphan. Father dead since she was baby. Mother dead for several years. One brother, who thinks she is crazy because she keeps on flying.

Doesn't diet. Hasn't flapper figure. More like the rounded short, continental feminine figure. Tapering arms and legs. Very slender wrists and ankles. Little feet. Firm, hard, strong little hands that grip and shake yours like a man's.

Unruly heavy chestnut hair. Sturdy natural wave. Few grey hairs over ears. Might be sunburned. Long-short bob. Parts it on side. Looks wind-blown. Not letting it grow. Just no time for barber.

Blue eyes. Glint of cold grey in them should anyone ask her about her proposed Paris hop, which she ignores nobody's business but her own.

No make-up except lipstick. Rather sweet mouth. Dimple in chin. Contrast to her brusque manner, hard voice, bustling stride. Healthy sunburned look, hearty out-of-doors men.

Wears feminine sports clothes when not flying. White coveralls when she is. Likes beige, blues, brown. Even under coveralls wears frilly, feminine blouses. Likes lace stockings. Wears them under coveralls. Also beige two-velet oxford with medium high heel and grosgrain ribbon ties. Never without beret when flying.

## DOLORES HAPPY.

### Mexican Star on Marriage.

On Aug. 6, Dolores Del Rio and her husband of one year, Cedric Gibbons, celebrated their first anniversary. And they're glo-

sily happy over this event—doubly so because they have put one over on their friends.

"Our marriage was one of those

quick affairs, taking place just

recently.

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HERE is a superior feeling inherent in getting your autumn wardrobe lined up before your friends manage theirs. Also in beating the first chill days of the fall season to it!

Late August is the time. Your own stores are the places. You yourself are the girl to do it!

You will need, first of all, at least one rumabout costume. This may take any of three versions, all of which are accepted.

First, the woolen frock. A soft, spongy wool in some bright color, made flatteringly, svelvety, originally.

Second, a silk frock, be it flat crepe, marocain, any of the pebbly silks, ribbed silks or satin. It can be black. Or it can be colored.

Third, a new fall suit. You'll know the new ones by their interesting coats, the stress they lay on collars that become you and do something for you, sleeves that have new twists to them.

Next, you will need something for afternoons. Whether you entertain or whether you go out to your bridge, your teas, your social chats, you should have a "little frock" that slips under your coat neatly and when it emerges makes your friends

realize how much good your summer vacation did for you.

Last, don't forget the enchanting evenings early fall brings you. Dress up to them. Parties in the autumn mean a dated-up winter time. And evenings alone when all your acquaintances are out having a good time are not to be considered. Dress up and go!

**I. even though you're dummy, your style is bound to score when you play bridge in this afternoon frock of old gold flat crepe.**

**I. AUTUMN** afternoons seem to grow a little bit tailored. But very chic, as to costumes appropriate for them. Gray colored flat crepes, made with touches of this or that to enrich them; metal cloths, new figured metal brocaded chiffons, and velvets will be worn, all classically simple in line, depending on their color and lovely fabric for new chic.

Old gold flat crepe makes a beautiful afternoon dress for one who wears that color well. The dress is cut double-breasted, with a wee bit of real lace for a vestee, soft rippling lapels that are enhanced by some little flowers of the silk on the right side. The sleeves are very interesting, as they are new full elbow, caught with two buttons to a high, tight cuff. The skirt is intricately cut, to give fullness and yet be seemingly straight, with a normal waistline belted with a stitched belt of the silk, backed by leather. The effect is extremely chic.

**II. FOR** your mornings this autumn, three types of costume are shown, any one of which is essentially correct. You just take your pick!

If you have a good figure, have one of the new soft woolen plaid dresses. They come in many combinations of color and many weaves of materials.

One of these is lovely, for its plaid is used to advantage diagonally. It is chartreuse and black, the nice yellow chartreuse, with green hinted at openly. This frock has a square neckline and buttons up from hipline with black buttons to the left-hand corner of the front of the neckline.

It has long sleeves that button shut, too, and a belt of chartreuse suede. Removable is the one-sided cape scarf. It makes a perfect cape on one shoulder and then fastens with more black buttons on the other. And what's more, it stays there, so it won't be bothering you all the time.

**III. FOR** the person who always prefers silk, there is a slender little hunter's green flat crepe, made with the cutest one-sided lapel or rever, from under which a delectable hand-embroidered organdie rever stands out.

It has a narrow ruching around this bit of lingerie which softens the face tremendously. A single big white button fastens it. Cuffs have a similar button. This frock also can be black flat crepe, if you prefer it to color.

**IV. SUITS** always have their following and this fall there's no wonder they do. A new suit made of plum color and beige diagonal wool has one of the new hip-length coats made with rippling jabot

# Here comes autumn!



**III. no one who wears this flat crepe of hunter green, on warm fall mornings, need worry about staying on fashion's sidelines.**

**II. a chartreuse and black wool dress, along this line, is good for morning wear.**

**IV. and this is the morning suit . . . a plum-color and beige ensemble, in a diagonal pattern wool.**



**V. the girl who owns a white satin evening gown, with glittering trim at the neckline, can be sure of plenty of partners no matter how the fashion lineup goes.**



**VI. black and pink get together in a very striking way in this autumnal dinner dress which drapes its face over matching satin.**

costumes from  
Harry-Rubin  
Cowns, Inc.,  
New York

WE ARE ALWAYS PLEASED TO GIVE OUR ADVERTISERS DEFINITE PROOF OF THE

## CIRCULATION

OF THE HONGKONG TELEGRAPH

## SCOTTS HATS



With set or snap brim in all this season's new shades and shapes.

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MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD

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Behind the "pat" of Anchor Butter that you buy from your grocer stands the largest Co-operative Dairy Company in the world—The N.Z. Co-op. Dairy Co. Ltd., keeping thousands of men engaged—Farmers—Chemists—Tradesmen.....and all with one object—to produce Butter and other Dairy Produce of the choicest quality. Is it any wonder that so many housewives call it "The World's Best"?

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Hotel.

**ANCHOR**  
The World's Best  
**BUTTER**

## WHITEAWAYS ARISTOC HOSE

### THE HOSE OF BEAUTY



A British made stocking. They are knit from rich pure silk and though delicate in appearance will stand real hard wear. In all popular shades.

**\$10.50** pair.

Superior Quality.

**\$12.50** pair.

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# Hongkong Telegraph.

## Pictorial Supplement

September 12th, 1931.

### MORE AUGUST COMPETITION BATHING BEACH SNAP SHOTS.



Where the waterfall meets the sea. A study entered by Mr. F. S. Fernando.



"All Smiles," a snapshot taken at Junk Bay. It is forwarded by Mr. C. E. Abbas.



"Heels Up" might have been the title of this picture, entered by Mrs. Rumsby, of Kowloon. She calls it "Reducing—at Castle Peak"



"A Little Sunshine at Island Bay—Miss Noreen Coath." Entered by Master Gunner W. R. Coath, R.A., Lyceum.

A novel entry by Mr. C. E. Abbas. It is entitled "Shipwrecked."



This is described as a donkey ride on the sands at Repulse Bay. The competitor is Mrs. Rumsby, of Kowloon.



"Descent is Easy"—an effective entry, showing a water chute, well occupied. Mr. J. T. K. Gilchrist is the competitor.



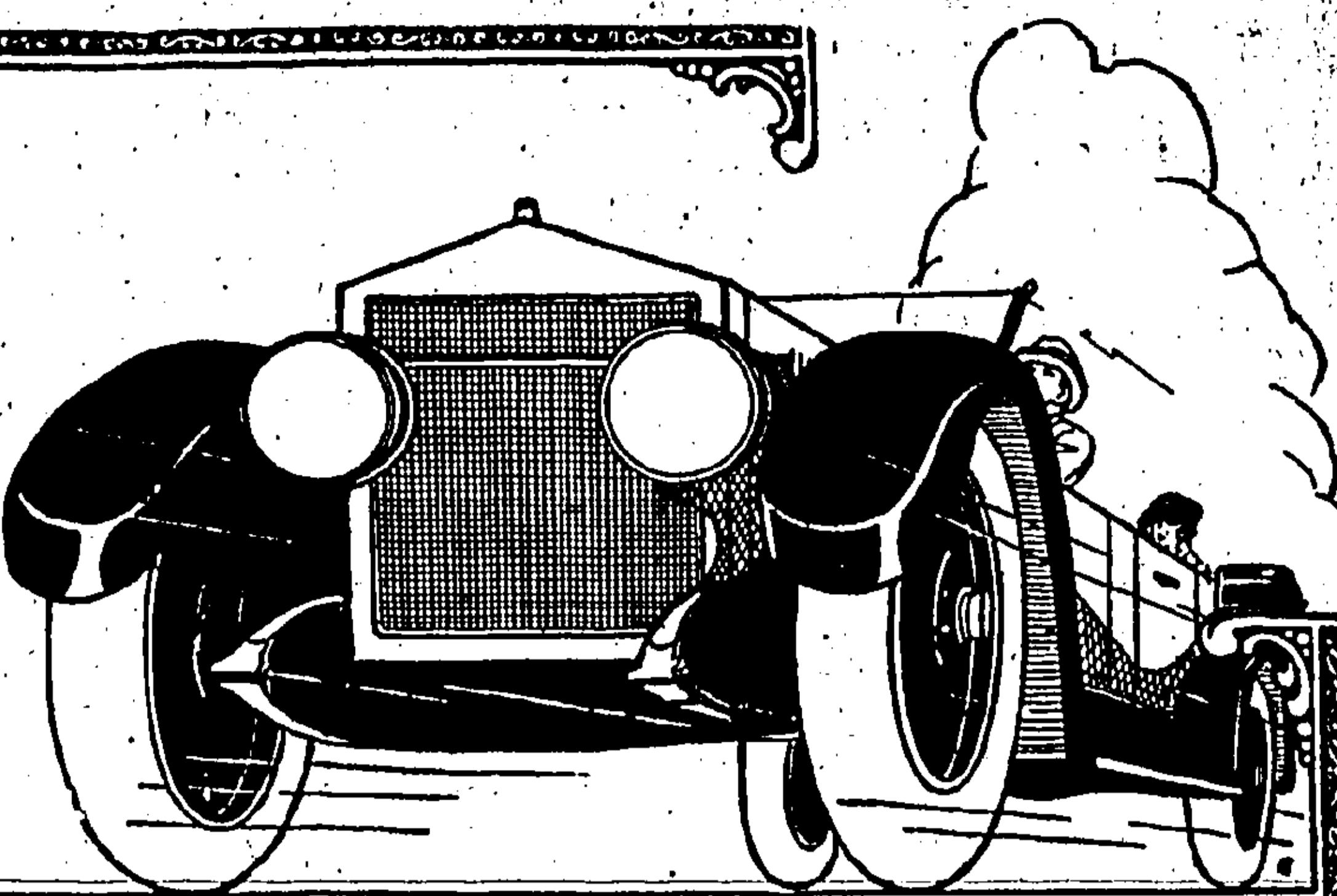
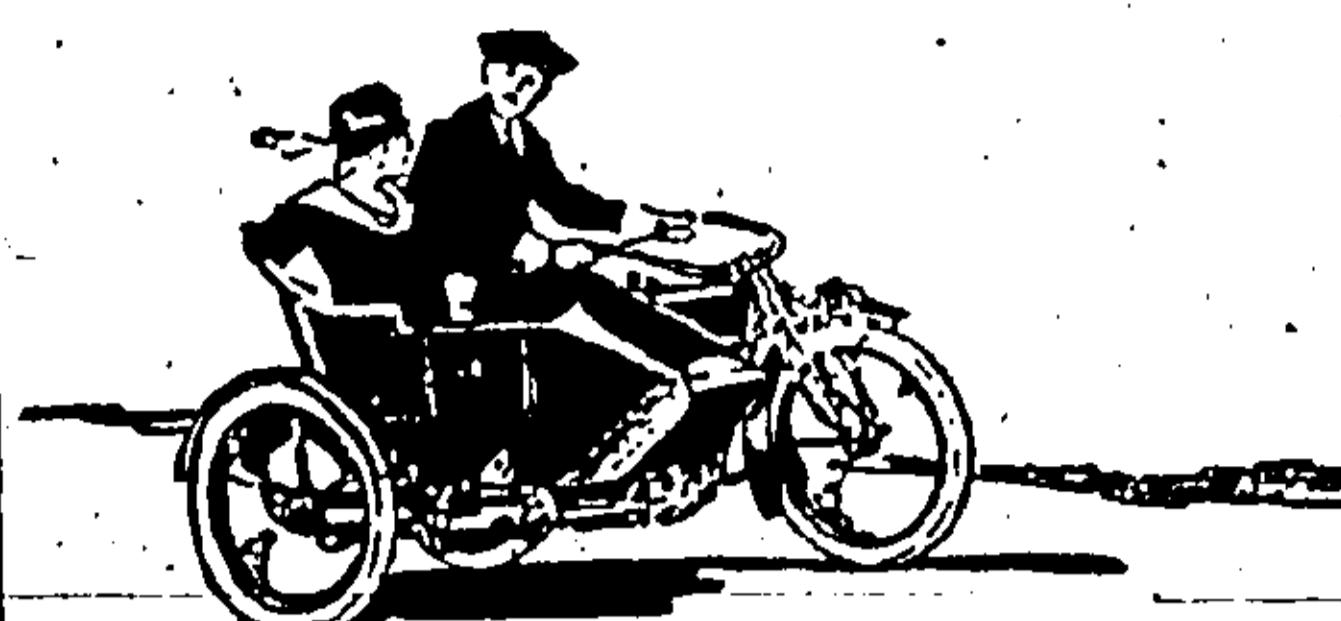
Mr. J. T. K. Gilchrist enters this picture under the title "Vigor of Life."

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, SEPTEMBER, 12th, 1931.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION



## IMPROVE YOUR CAR

THE NEW  
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K  
plugs

"Fit and forget" the now  
K.L.G. K plugs.

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Hon. Secretary

C/o "Hongkong Telegraph"

## CURRENT COMMENT

The Auburn "Eight."

The opening of an agency in Hongkong for Auburn automobiles famous for individuality and distinction, not only in exterior design but in engineering and manufacturing details as well, is an event of importance. One of the pioneers of the straight-eight engine, the Auburn is a car with an excellent reputation, and the new models are characterized by compactness of appearance calculated to appeal to those who demand style as well as impressive performance. There are many features of note, mechanically and in construction of the bodies. Every provision has been made for the comfort of the occupants, doors being exceptionally wide, cushions delightfully deep and soft, while controls are thoughtfully placed for the easy operation of the car. Those who are interested, and we imagine that there will be many, will find a trial spin a most pleasurable experience. The agents are the Asiatic Motor Car Co., Ltd., who have spacious showrooms at 430-446 Hennessy Street, Wanchai.

Magazine Gap Road.

Some months ago we advocated the opening of Magazine Gap Road to motor cars as a one-way route, downwards in the morning and up to the Gap in the evenings. It is, of course, intended to widen the road at some time in the future, but in the meantime, there can be little objection to the scheme we suggest. The saving in time would be considerable, in fact, more than halved, and furthermore, much traffic would be diverted from the Wanchai route. We would suggest that in adopting the scheme, it should be necessary for every motorist desiring to use the route to secure a special permit, on which would be clearly stated that a speed limit of 12 miles per hour should be observed, failing the observance of which, the permission would be withdrawn. We imagine that especially in the mornings, such a facility would be greatly appreciated, and even at the speed limit we propose, the journey to town would be very quickly accomplished.

**Motor Accidents.**

It has become a kind of unwritten law that whenever a pedestrian is knocked down by a motor vehicle, the driver shall immediately place the injured person in his car and rush him to the nearest police station, fire station or hospital. This practice is liable to prove a very serious matter in some cases, for cases of serious injury may frequently be complicated, or additional injury caused, by the removal by persons unskilled in first-aid. Only this week an accident was noticed, a man being knocked down and apparently seriously injured, bleeding profusely. Within as short a space as a couple of minutes, he was seen to collapse on the floor, and the vehicle hurried away. There was no attempt to render first-aid, even in the most elementary way, and no one even accompanied the case. It is perhaps a difficult question, but all police officers might be instructed to remove serious cases as gently as possible to a place of safety pending the arrival of an ambulance and efficient first-aid.

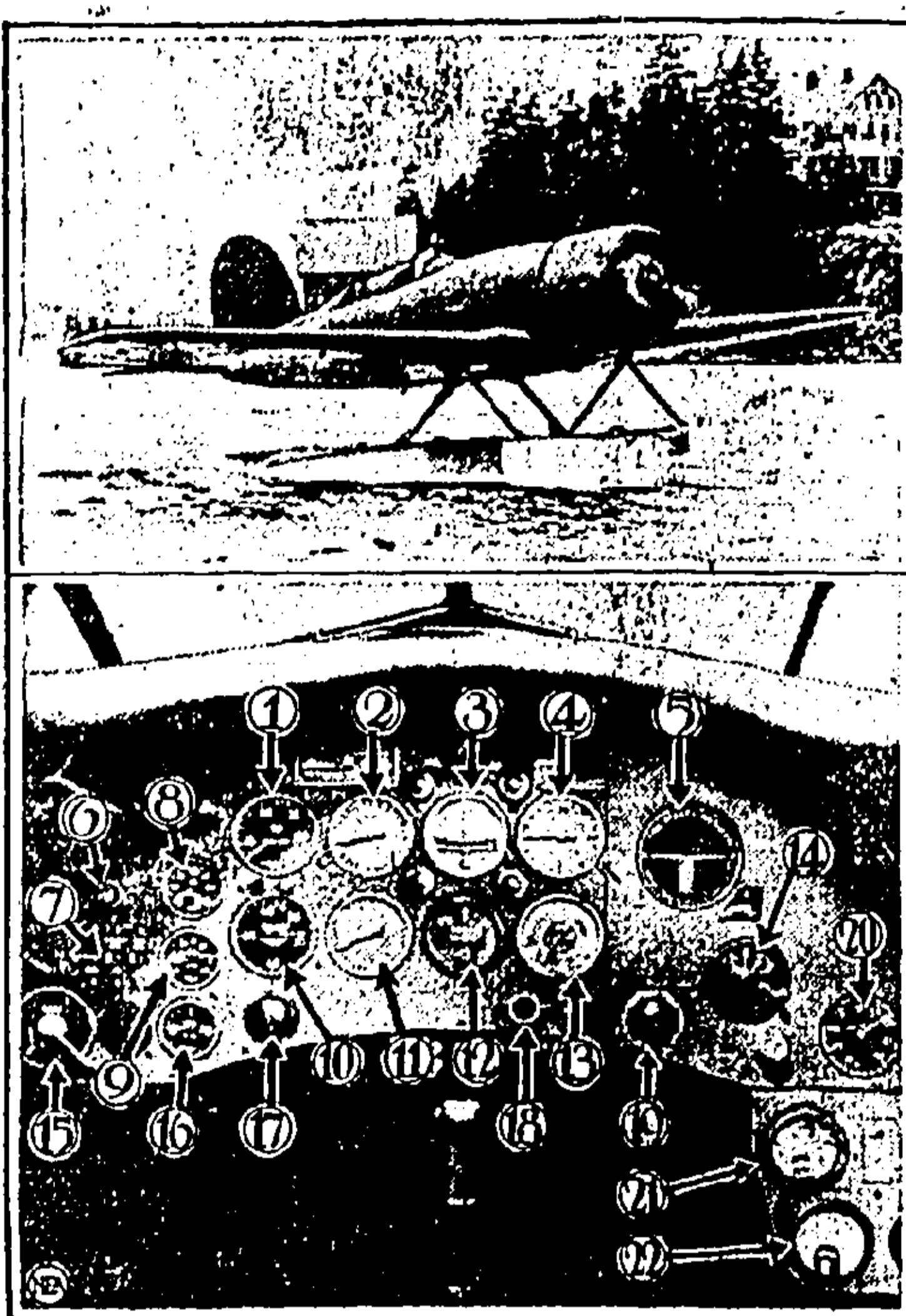
## POWER AT LAST.

The Top Gear Wizard.

## POPULARITY GROWS.

A letter recently written by an Australian lady motorist who owns a Hillman Wizard expressed her satisfaction with its top gear performance. "She is very good for hills which is where most English cars fail, and no one can accuse her of being in

## LINDBERG'S MACHINE.



Typical of modern all-weather flying is the instrument board on Lindy's plane, above. These instruments, as numbered, are: (1) fuel gauge (2) air speed meter (3) turn and bank indicator (4) rate of climb indicator (5) artificial horizon (6) choke (7) navigation lights (8) oil gauge (9) oil temperature meter, (10) fuel flow meter (11) motor speed meter (12) compass (13) altimeter (14) radio tuning control (15) ignition (16) supplementary fuel tank (17) panel lights (18) starter (19) instrument lights (20) air temperature entering motor (21) ammeter and (22) motor temperature meter.

New York, Aug. 9.—Flying couldn't see past the nose of the almost directly into the lair of their greatest enemy, the weather.

Colonel and Mrs. Charles A. Lindbergh are demonstrating the value and safety of the modern instruments used in the air.

His instrument board is a veritable laboratory of modern navigational equipment. So were the instrument boards facing Wiley Post and Harold Gatty, Hillig and Hoifils, Endres and Magyar, Boardman and Polando, and Herndon and Pangborn.

In every case, blinding fog had little dread for the flyers, for every one of their planes was equipped with what are considered modern aviation's most valuable instruments—the artificial horizon and the directional gyro.

Of course, there were the usual instruments necessary for any kind of flying—the fuel tank indicator, air speed indicator, bank and turn instrument, rate of climb indicator, various meters, and gauges to keep the action of the motor and the electrical system always within control of the pilots, and finally the radio transmitter through which most of the long distance flyers of 1931 were able to keep in touch with the world.

## Taken Through Fog.

But it was the artificial horizon, and along with it the directional gyro, that helped these daring aviators through severe weather. Were it not for these instruments Wiley Post, for instance, might never have been able to complete his record-making flight.

At one time, says Gatty, Post flew for four hours in a fog so thick that he

need of constant gear changing, for if I don't get stopped in traffic or by obstruction on the road, I go my usual journey on top all the way—110 miles—which is really good, as we have one long, twisty steep hill four miles long to go up and I never have to change down."

Top-gear performance is, of course, an outstanding feature of the Wizard, which continues to attract a distinguished clientele. Among recent purchasers are the Rt. Hon. The Earl of Airborne, of Cortachy Castle, Kirklomuir, and Sir Courtney Warner, Bart., Lord Lieutenant of Suffolk.

## SOUND ADVICE.

Periodic Inspections of  
Cars Urged.

By Israel Klein.

"The simplest and most effective remedy for motor vehicles in an unsafe operating condition is preventive maintenance through periodic inspections," writes E. T. Satchell, president of the Motor and Equipment Association, on behalf of the National Conference on Street and Highway Safety, at Washington.

The advice, repeated many times in this column, is worth constant repetition while accidents are continuing at a high rate. According to this same conference, at least 16 per cent. of motor vehicle accidents resulted from defective apparatus.

Assuring yourself of good brakes and other important operating parts of the car will at least protect you from at least this share of the accident toll.

"Modern testing equipment now within easy access of every driver," Satchell continues, "has made regular inspections an inexpensive form of assurance against accidents. Carried through to their logical conclusion such inspections represent an actual investment, because they lower the final cost of ownership by maintaining the performance, comfort and appearance, as well as the safety, of a car at high level.

The modern automobile is as safe as it is possible to make it when it leaves the manufacturer's plant. Brakes are more powerful, more efficient and easier to maintain. Headlights are scientifically designed to illuminate the highway without blinding oncoming drivers. Steering mechanism is better, tyres are sturdier, horns are more dependable, windshield wipers and rear vision mirrors are standard equipment on practically all models.

"Car manufacturers have gone even further in their efforts to do their share in safety maintenance. Last year they voluntarily junked 360,000 vehicles which were deemed to have served their time and were considered no longer capable of being maintained in a safe operating condition."

The industry has developed and spread widely equipment which makes inspection and servicing of a vehicle's safety factors a simple and convenient process," he goes on. "Inspection is compulsory at least once a year in a number of states, while large numbers of municipalities are conducting safety inspection campaigns which make it easy for the motorist to learn the true condition of his car.

"Even where such campaigns have not been officially conducted the facilities are available for thorough safety inspection at regular intervals.

"No piece of machinery, no matter how well it is constructed, can be operated continuously without becoming worn or without getting out of adjustment.

"Every efficiently operated industry subjects its equipment to regular inspections not only to eliminate possible accidents but also to maintain efficiency and to hold depreciation down to a minimum."

"Motor vehicles are no exception. They, too, are machinery which demand proper maintenance if they are to deliver to their owners the fullest return on their investment."

"Operators of commercial motor vehicles have recognized this need to a large extent. They subject their buses, trucks or passenger cars to regular inspections not only to make sure that all chances for accidents are eliminated but also to reduce operating costs."

"Private car owners can follow this same good business principle."

## AND NOW FOR THE

# 1932 HARLEYS

OUR FIRST SHIPMENT  
OF THE 1932 HARLEYS

IS ON THE WAY

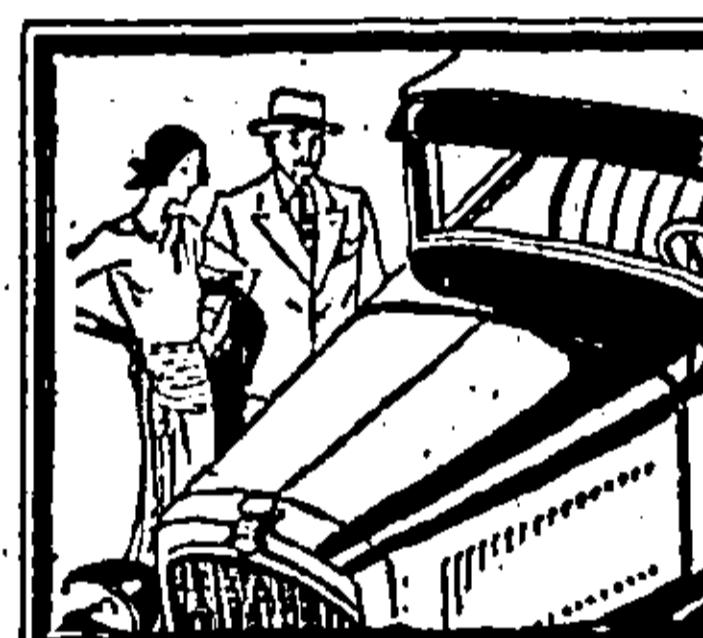
PRICES  
ARE  
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REDUCED!

## MOTOR CAR OVERHAULING

Bring your car in and we'll soon tell you what has to be done, and we'll prove by our estimate that our prices are as honest as our workmanship. Your job will be supervised by ("Gas") Gascon.

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## A NEW CAR?



No! Just the old car

**SIMONIZ**

It happens so often. Even though dulled and discolored, Simoniz Kleiners make cars look new again. Then Simoniz gives sturdy, lasting protection which keeps the finish beautiful and makes it last longer. Make your car look like new today by Simonizing.

**SIMONIZ**

THE GUARDIAN OF MOTOR CAR BEAUTY  
Obtainable from all Dealers—

HONGKONG MOTOR ACCESSORY CO

Sole Distributors: Bank of Canton Building—

## FINAL PROOF.



A SAFE CITY.

FAULTY JUDGMENT.

Now Haven, Conn., with a population of about 163,000, has a distance necessary to pass a car record of 109 consecutive days caused injuries to 288 persons in a month in New York City.

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NO SECRET NOW.

How Safety-Glass Was Discovered.

GREAT DEMAND.

The month of June saw one of the most interesting motoring anniversaries—the 21st birthday of the filing of the safety-glass patent. Nowadays most motorists know that safety-glass is a sandwich of two sheets of glass with celluloid in between—hence the name Triplex—welded together by some secret solution, but few know how the idea originated.

The inventor of safety-glass is Edouard Benedictus, a French chemist of Dutch origin, who had an "experimental laboratory" in Paris. One day he dropped a bottle on the stone floor, and although it was started inside like a crystal it did not break. He remembered that it had contained a mixture of various chemicals which had evaporated and coated the interior with a transparent enamel. Benedictus noted the formula, but thought no more about the matter till some time later when he heard of a girl being injured by broken glass in an accident. Then he realized that on his shelf lay the secret of unsplinterable glass.

The patent was filed in 1901, but it was not till Mr. Reginald Delpech, the English pioneer motorist, took up the idea that safety-glass was manufactured. Mr. Delpech founded the Triplex Company and began to produce the glass.

At first, when open cars were the order of the day, and motorists expected motoring to entail risks, there was no great enthusiasm for the new idea. In 1914 the sales were only 15,500 square feet per annum, but in the seventeen years that have passed, the attitude has completely changed, and to-day the output of the Triplex factory is two million square feet per year.

LONDON TO COWES.

Another Triumph for Thornycroft.

The annual London to Cowes Race for seagoing motor boats furnished another Thornycroft success, for the winning cruiser Kittiwake was equipped with two Thornycroft engines.

She made the passage of 186 miles at an average speed of over 9 knots, despite atrocious weather conditions. So bad were they that out of 14 entrants, and 11 actual starters, only one other boat completed the course.

FREE-WHEELING.

A New System for Nash Cars.

ADDED COMFORT.

A new kind of free-wheeling was announced recently by officials of the Nash Motors Company as an added and optional feature of the four new, sound-proofed groups of Nash automobiles.

It is Synchro-Shift-Safety Free-Wheeling, a perfected development exclusive to Nash, which may be had at slight extra cost on any model of the four new series cars.

The Nash Synchro-Shift-Safety transmission with its silent second gears, continues as standard equipment on all models. Thus the motorist has a choice either of the advanced new cars equipped with the famous silent conventional drive or of cars featuring both the standard and free-wheeling drives.

The Nash 900 series cars, so recently introduced, were designed and built for free-wheeling. In them larger generators care for battery charging, cooling systems serve idling motors; big, heavy-duty brake systems provide them with a great factor of safety and furnish ample braking power to care for free-wheeling, and the entire car is engineered to the new performance requirements.

Convenience and added comfort in driving are the chief advantages of the new Synchro-Shift-Safety free-wheeling, according to engineers; and its action is perfectly co-ordinated with the famous Nash transmission.

Actuated by a small shift lever, extending upward from the floor slightly to the rear of the transmission shift lever, the new drive can be conveniently applied or eliminated at will by shifting to the free wheel or out of it into the conventional drive. This gives the motorist the option of using either drive as conditions dictate, and makes the regular transmission available at all times to control the car through motor compression on wet or icy pavements, on steep grades, or in emergencies.

When forward, the shift lever gives the driver the positive transmission action. Pulled back, it gives him free-wheeling. When applied, it operates in all three forward speeds, uncoupling the engine from the rear wheels whenever the motor is not actually driving the car and allowing the car to coast forward smoothly in low, second or high. It has no effect on driving performance when not in use, but may be shifted in or out of the drive at any forward speed. Thus the Nash system is entirely selective, easy to operate and simple in its action.

In starting it allows the car to roll forward smoothly through low, second and high. When it is operating, the clutch pedal does not have to be depressed in shifting gears either forward or back. The Nash Synchro-Shift-Safety transmission prevents gear clashing in shifting; so in free-wheeling the shift lever action is silent and effort is reduced to a minimum. In driving over rough roads, Nash free-wheeling sends the car steadily forward without the jerking motion sometimes occasioned by uneven pressure on the foot throttle. It conserves fuel and operating parts by allowing the motor and the entire power line to idle whenever the foot is removed from the accelerator. Then the car coasts freely under its own momentum.

Free-wheeling allows power to flow in one direction only—from the motor to the rear wheels. When it is operating, the rear wheels cannot drive the motor as the foot is removed from the accelerator. They run entirely free until such time as the motor is speeded up to correspond with their revolutions and to drive them faster.

Its action is both thrilling and satisfying in conjunction with the Nash sound-proofed body, chassis and transmission. It gives the sensation of silent, smooth flight and is particularly pleasant on leisurely drives. At the same time the Nash system provides the driver with quick control over the car on slippery roads or grades by its easy shift back to the conventional drive.

The Synchro-Shift-Safety free-wheeling consists of an over-rolling or one-way clutch mechanism, which transmits power while being rotated in one direction, but rolls free when its direction is reversed. It is of the advanced, roller type. Ruggedly built, with a maximum number of roller bearings, it is a notable unit structurally. In all wearing parts are made of the highest grade, electric furnace alloy steel. Exhaustive tests have proved that the drive's rugged strength is more than equal to the greatest strains that can be placed upon it.

NEW BULLET-PROOF FORD CAR.



Li Ching Mai, son of the famous Chinese statesman, Marquis Li Hung Chang, recently took delivery of a bullet-proof car supplied by the authorised Ford dealer at Shanghai, according to an announcement made by the Ford Motor Company, Export, Inc., Shanghai. This is the second occasion on which Lord Li purchased a Ford car.

The special car as shown above is equipped with bullet-proof glass,  $\frac{1}{4}$  thick, and other devices by which protection and safety are assured. It may be recalled that Lord Li Ching Mai himself had a narrow escape from kidnappers last April when his Russian bodyguard, P. Pavloff, was severely wounded.

A number of prominent Chinese in Shanghai and other cities have also bought this bullet-proof car to afford themselves a sense of greater personal security.

THE LATEST RILEY SIX.

By John Pringle.

Although the new six-cylinder 14 h.p. Riley, called the "Alpine" model, has other and more important claims to serious consideration, to be discussed below, there are details of its design and equipment which will make a particular appeal to those who like their touring motoring, to be thoroughly comfortable. It is, of course, far more important that a car should go well than be cleverly equipped, but in this instance the "little things that count" in the Riley are so well chosen that for once in a way I am dealing with these first.

At least four main features of the design and equipment call for unstinted congratulation. The brakes, both hand and foot, are instantly adjustable from the driver's seat, there being no need to stop the car. That is real comfort.

Secondly, the vacuum feed tank, under the bonnet, is fixed with a good-sized filler, so that, in the event of failure of the servo system, it can be used as a gravity tank. Such failure is, or should be, seldom suffered, but as one who suffered it lately, at night and on a mountain road with no help within 12 miles and no light to work by, I appreciate to the full the fact that, in order to get home, you need not dismantle the entire valve-mechanism before you can pour petrol into the tank.

An autocav valve is usually very reliable, but between reliability and complete failure there are no intermediate steps. You have either all the fuel you want or none at all.

Thirdly, the grouped system of chassis lubrication is so arranged that for all ordinary running lubrication the floor-boards need not be taken up. Lastly, jacking projections are fitted to the back-axle, and these projections have the same clearance as the front axle. This is a "comfort" point every owner-driver will appreciate who has hitherto had to carry a block of wood to compensate the difference between the clearance fore and aft. Either a block of wood or two jacks of different heights.

The gears run quietly and there is no unpleasant resonance in the saloon. The brakes are smooth and powerful, and the steering light.

I find little to criticise in this remarkably handy and willing car. I should prefer more space for the driver's left foot between the brake-lever and the clutch pedal, and, so far as the bodywork is concerned, I would think more highly of it if it had another two or three inches of headroom for the back passengers. I know it is a fashion, but I think it is a bad one. The lines are excellent and the whole appearance of the car very attractive. The price £165.

England's New Roads.

More than 300 miles of all-concrete highways were constructed in England during 1930.

ALLEY GOSSIP.

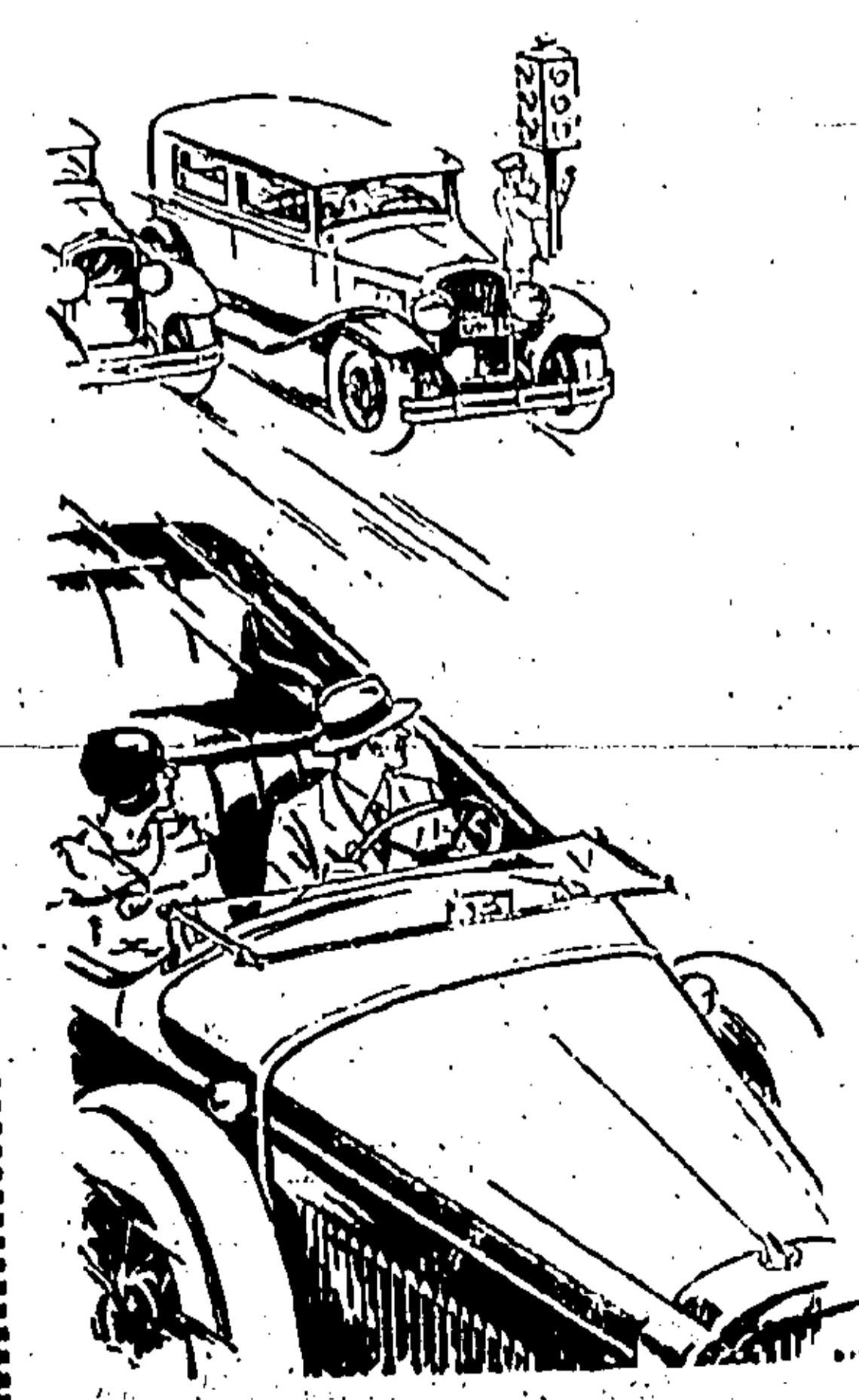


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Uniform Traffic Code.

The Uniform Motor Vehicle Code of the United States National Conference on Street and Highway Safety has been adopted in whole or in part by 29 states.

## A BARON ADVENTURE.

Illustrating the Perils of Penetrating into the Past.

[By Cyril A. Potts.]

Not long ago a gentleman, whose courage fills me with admiration, explained to the Royal Society or the British Association—I forgot which—how he was able to project himself into the past at will. If I had not had the privilege of knowing Scrymgeour and Waddle, both of whom had the same extraordinary power, I might have looked upon this gentleman's claim with incredulity. As it is, I am bound to treat it with respect.

## Convincing Proof.

Scrymgeour disappeared, and, had it not been for the testimony of Waddle, no one would ever have known what became of him. Even Waddle's story might have been disbelieved but for the corroborative of the gentleman aforesaid. I have often heard Scrymgeour talk on the subject.

"I wish I could hop back into the Middle Ages for a bit, with my car," he used to say. "Wouldn't I make those old lads sit up? I'd be a sort of god. And think of the cash I could make!"

He went on to describe the sensation a Morris-Oxford Six would create in a world in which nobody had ever travelled faster than a horse.

As he talked, his imagination soared and soared and . . . But let's get down to facts.

Waddle has always asserted that nothing is impossible of achievement, provided one wants it hard enough, and he was absolutely fascinated by Scrymgeour's idea. The two of them used to discuss it for hours together.

In the end, Waddle says, they got to want it so badly that it actually happened. All I know about it personally is that both men went out together in Scrymgeour's car and disappeared for several weeks. Scrymgeour is still missing.

I'm a bit hazy about history, but, according to Scrymgeour, the two of them suddenly found themselves way back somewhere in the Middle Ages, complete with car. There were knights in armour knocking about, and men-at-arms in leather jerkins. The roads were rutted and everything was a bit in-

sanitary. They couldn't find a hotel, and every sort of necessary was lacking. They couldn't even buy a packet of cigarettes.

## Over-rated.

On the whole it was darned uncomfortable.

However, Scrymgeour had made all his plans, and, having hidden the car in a wood, started a sort of Press campaign. There was no printing, and the people couldn't read, anyhow, so it all had to be done by word of mouth, and it was a slow business. To add to the difficulty, he couldn't use his car for getting about, partly because he didn't want to give the show away prematurely, partly because he only had a tankful of petrol and there was no more to be had, and partly because the roads were all Colonial stuff.

However, he spread the yarn about, and, by degrees, the people began to look interested.

Finally, somebody carried the report to an old baron who lived in a theatrical-looking castle nearby, and one day some of his staff grabbed Scrymgeour by the scruff of the neck, yanked him across the drawbridge and chucked him down in the banqueting hall, where he lay on a lot of partly decomposed rushes.

The old boy, who Scrymgeour said had the manners of a pig, sat in an antique chair on a sort of platform and scowled at him. He addressed Scrymgeour as "Ho, Varlet!" which annoyed him, and asked whether it were true that he had claimed to possess a machine which could beat the fastest horse. Scrymgeour went through his usual patter, and the end of it was that the baron fixed up a trial for the very next day. He didn't mention what the prize was, but intimated that unless the car won Scrymgeour would meet with a sticky end.

Waddle says there was great excitement next day, and the whole population turned out to see the fun. A stretch of road about a mile long had been roped off, and a sort of grandstand for the baron's party and the County folk general-

ly had been erected in the middle. The track was rough, but serviceable.

The show started with a lot of trumpet blowing by heralds, and a sort of proclamation was read, but Waddle couldn't catch the wording owing to the noise made by the crowd. At last the flag dropped. The horse got away first, and judging by the cheering, it started favourite, but before Scrymgeour had had time to change into top gear was well away in the lead and simply romped home. He pulled up just beyond the finishing line and, to Waddle's surprise, was immediately pinched by a sort of sheriff's posse in press-studs waistcoats, and carted off to the castle.

Waddle was no end worried, and that night he crept up to the castle and had a few words with Scrymgeour through the barred window of the cell in which he was confined.

Optimism. Scrymgeour seemed to think it would be all right.

"The old bird put me through the third degree," he said, "and then had me locked up in here. He seems to think there is something unseemly about the car, but I explained how it works, though it was a bit difficult without diagrams, and he doesn't seem to have a mechanical mind. Also, I've an idea that he backed the nag, which would account for his peevishness.

However, he's fixed up some sort of a show in the town to-morrow, and I gather I'm to play the chief part. I don't know what it is, but they're probably going to present me with the freedom of the city."

"But why lock you up?" asked Waddle.

"Well, I expect he sees he's on to a good thing," replied Scrymgeour. "He isn't going to risk someone else getting at me and stealing his thaler. He'll probably turn me into a limited company, and he wants to be vendor and managing director."

Next day, Waddle says, the town was more crowded than ever. He had practically to fight his way in. Everybody seemed to be making for the market place, so Waddle went there too.

When he got there he saw that a stake had been erected, at the foot of which a great heap of faggots had been piled, and on top of the faggots he saw the twisted remains of a Morris-Oxford Six. The car, Waddle says, had been smashed to atoms and the petrol tank was trickling out of the burst tank.

At that moment a great roar went up, and he saw Scrymgeour dragged forward by the armoured-cups. Waddle says he knew he could do no good by staying, and he couldn't face the rest of the proceedings anyhow, so he wished himself back in the present day as hard as he could wish.

Scrymgeour's relations are ex-

## SAVING SECONDS.

The Little Things Which Count.

## THE DASHBOARD.

So much has been done already for the improvement of the major parts of the automobile, that engineers and designers are turning toward the little things to make the entire mechanism perfect.

These little innovations may seem trivial and unimportant, but by themselves, they make quite an interesting and diverting problem.

For example, British engineers and body designers have begun to consider the proper placement of those instruments we find now on the dashboard. The point is made that they are in a very poor position where they cause the driver to drop his gaze upon the road ahead and lose an average of two precious seconds in doing so.

Driving at 40 miles an hour, a driver who takes his eyes off the road for two seconds in order to glance at the instruments on the dash finds that he has traveled 116 feet in that time, a distance half again as far as his brakes could stop him at that speed.

That's a serious driving problem, say the engineers. So they have suggested placing the dash instruments almost directly in the path of the driver's vision at all times—above the radiator in front.

This would require better eyesight, of course, but good eyesight is essential in driving anyway. At any rate, it would make the driver more "instrument-conscious," which he isn't today. The result would be closer attention to driving and to the maintenance of the driving mechanism.

Besides, with the instruments off the dash, the space they occupied could be devoted to shelves and cupboards to the great delight and convenience of the women especially.

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At that moment a great roar went up, and he saw Scrymgeour

## SLEEVE-VALVE ENGINE.

Public Interest Increasing.

## THE WILLYS-KNIGHT.

The public in general is disclosing an increased interest in the sleeve-valve type of engine such as is employed in these Willys-Overland products, according to Willys-Overland officials. Many times the question is asked in what way the Willys-Knight sleeve-valve engine differs from the poppet valve type, such as is employed in other motor cars.

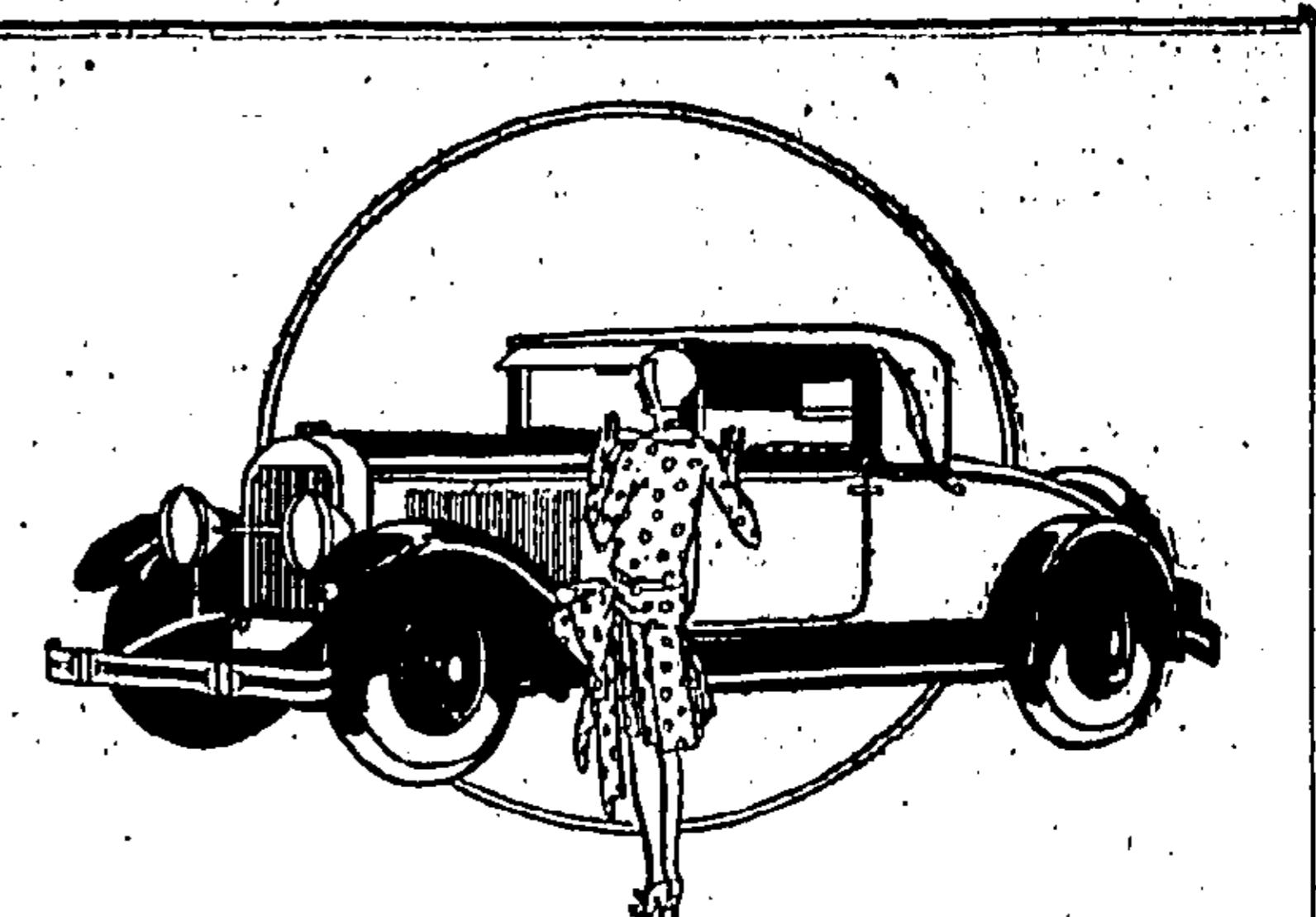
Engineers point out that the fundamental principle of all internal combustion or gasoline engines is the same. Gasoline and air, properly mixed in the carburetor in vapor form, are taken into the cylinder where the vapor is compressed to make it highly explosive, igniting at the proper point of compression, the resulting explosive energy operating the mechanical parts.

It is the difference in the method of "valving" the Willys-Knight sleeve-valve engine that distinguishes it from engines of other types, valving being the term used for providing the entry of fresh vapor into the cylinders and the expelling of the burned or dead gases.

In the poppet type of engine the valve mechanism consists of a circular plate of metal mounted on a stem. The valve is opened by means of a cam or bump on the camshaft which raises a "push rod," which in turn raises the valve stem and as a result opens the valve. It is closed by means of a strong spring which pulls it back on its seat.

In the Willys-Knight sleeve-valve engine, two cylindrical sleeves of grey iron, one within the other, travel up and down between the piston and cylinder wall in such a manner that when ports or openings, which are cut in the upper end of the sleeves, come into register with each other and with the corresponding port in the cylinder wall, the valves are open. The intake port, which allows the fresh gas to enter on one side and the exhaust port, which permits the burned gases to leave, is on the opposite side.

The sleeves are actuated by small rods connected to an eccentric shaft, taking the place of the camshaft used in other engines. The operation of the sleeve-valve is similar to the operation of steam



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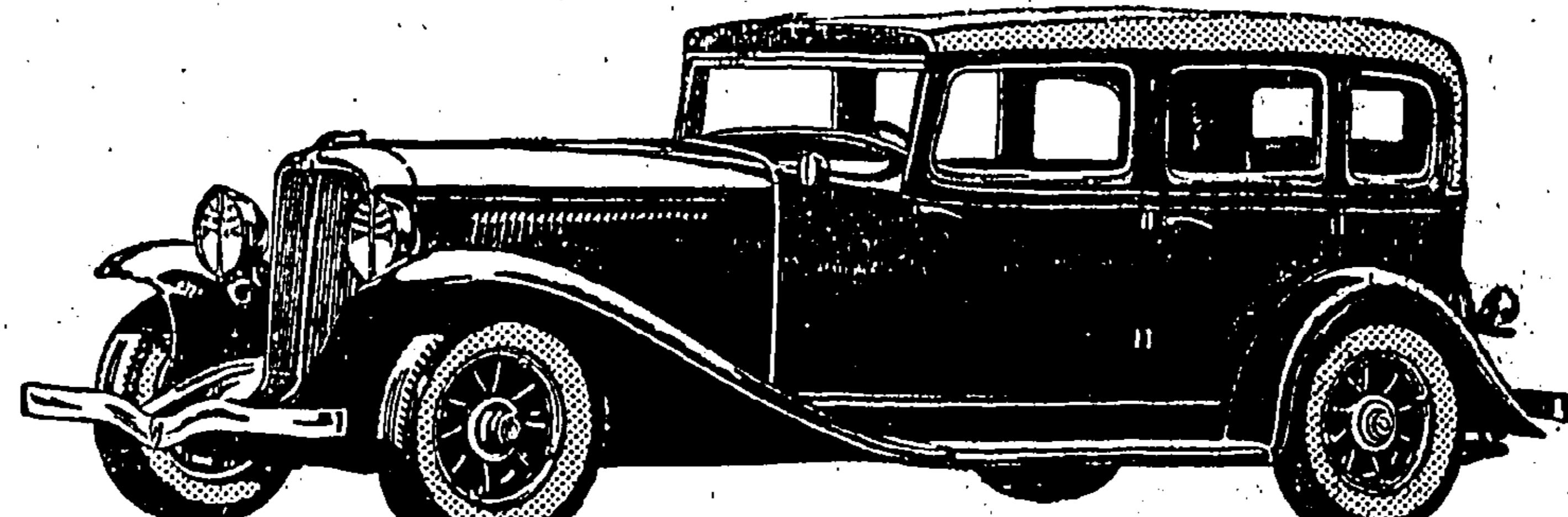
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## BUYING A USED CAR.

### Why it is Sometimes Worth While.

#### REAL BARGAINS.

There is a great deal to be said for the practice of investing in used cars in preference to new ones, and to those economically inclined the second-hand bargain must appeal, for it is satisfactory to realize that the buyer's depreciation after 12 months' use will be very small compared to that faced by the original purchaser.

The biggest expense motorists have to face is depreciation, and the greatest percentage of depreciation always occurs during the first 12 months of a car's life.

According to Captain Sir Malcolm Campbell, who is motorizing editor of *The Field*, there is no hard and fast rule as to the sum one can expect to obtain for a second-hand car; the figure will depend entirely on the make of car and the type of body with which it is fitted. Some cars, for example, will show a loss of at least 50 per cent. after only a few months' work, where others can be used for a whole year and still be worth two-thirds of the figure originally paid. This is assuming, of course, that the makers have not brought out an entirely new model in the meantime or reduced their retail price to any extent during that period. It is quite obvious, therefore, that if you wish to own a certain make of car that does not command a high figure on the second-hand market it will be much better to buy that particular make second-hand, since you can obtain it at a comparatively low figure. If you acquired it brand new you would have to face a considerable loss when it came to be disposed of.

#### Depreciation.

On the other hand, it is far better, in some cases, to buy a new car instead of a second-hand one, because you may have to pay so much for a used car of that particular make that it is hardly worth while. Generally speaking, a popular make of car will depreciate approximately 33 1/3 per cent. after twelve months' use, whilst others will not fetch more than 50 per cent. to 60 per cent. of their original value after that period of running, and some may even realize less than this. Very considerable discretion must, of course, be exercised when selecting a used car, and if the purchaser is not experienced in these matters he would be well advised to place his confidence in a friend on whom he knows he can really rely.

The following advice by Sir Malcolm Campbell may be of assistance to the motorist who contemplates the purchase of a used car. Having made up his mind what make of car he prefers, the first question to be decided is where to find that article at the right price and in good condition. By studying the private and trade advertisement of used cars, in various journals, he will obtain a good idea of the average price being asked for any particular make of car and year of manufacture. There are, in condition, showrooms which deal solely in second-hand cars. The experienced eye should be able to tell at once from an outward inspection the sort of treatment that any particular car has received since it left the factory. For example, examine the driver's cushion, clutch, brake, and accelerator-pedals, and you will soon see whether the car has had much use. Speedometer-readings are not to be relied upon. Have a good look round the chassis to ascertain whether it has been involved in any collision. Examine the tyres carefully. If wear on these is uneven it is probable that the axles or chassis are out of truth. If any sign like this is apparent leave the car alone at once. Jack up all the wheels and see if they run true. Ascertain the amount of play there is, as it is quite possible that new bearings may be required. Examine the pivot pins for excessive wear. A close close examination of the steering will also reveal a great deal.

#### Engine Attention.

The engine requires particular attention. Listen carefully whilst it is ticking over, and then run it up and see whether any peculiar noises develop. The transmission should next undergo close scrutiny, and if you are satisfied after doing all this the next thing is to ask for a trial run. Insist on driving the car yourself; you can find out more about the car's funny little ways in five minutes than you could if you sat beside a driver for an hour. Provided you are satisfied after a thorough examination and trial run that the car will suit your purpose, the most important item of all is to ascertain what is the lowest figure it can be bought for.

If the car has been on the road for twelve months or so, it is pretty sure to require a certain amount of money spent on it. Possibly it may require two new tyres, a new battery, a general top overhaul, or repainting. It may not be registered for the full twelve months. The question boils down to this: If it can be purchased cheaply enough it may be well worth buying that car and spending a little money to put it in first-class condition again. The whole proposition, therefore, pivots round the question of price. Therefore, it is very important to find out what repairs are necessary, and to know

## PROPER DRIVING POSTURE.



Sit up like this when you drive and you'll be able to stand a long trip without tiring, says Dr. Dudley B. Reed, professor of hygiene and director of health at the University of Chicago. Slumping in his seat is what tires the driver easily and causes him to lose that necessary alertness.

### MANY TOUR RUSSIA.

approximately how much these pairs will cost before you decide to purchase. One can, however, be badly caught with a second-hand car, and if you do not possess the necessary experience yourself be guided by some one who has and in whom you know you can place your faith.

More than 10,000 American tourists are expected to visit Soviet Russia this season. This is double the number of American visitors who toured the country in 1930.

## THE BATTERY.

### Often Suffers Neglect.

(By Israel Klein.)

Stowed away beneath the auto's floor board, quiet and unnoticed, the storage battery often suffers neglect. Only when the starter fails to turn over, or the lights go dim, does the owner realize that his battery has died.

Strangely enough, this realization comes to him mostly in winter, when the demand on the battery is so great. Yet it is in the summer that he should pay more attention to it.

In summer, the great danger to the storage battery lies in its becoming overcharged. Several factors enter into this condition.

First there is the most important matter of neglect, or lack of keeping the battery filled with water. This is required more often than any other time, for the heat of summer, coupled with additional heat stirred up in the battery during its operation, quickly evaporates the solution until it becomes a concentrated acid and threatens to burn up the plates.

In order to avoid this, fresh water should be poured into the battery at more frequent intervals in summer. Battery manufacturers have begun to build such units with larger water space above the plates, in order to prevent total evaporation.

Although the new type of battery need be filled less often than the old, it still requires attention.

Another cause for overcharging is failure to let the generator so that its charging rate will be comparatively low for summer. Since there is less demand on the battery

in summer than in winter, this change is essential.

If there is a preponderance of electrical accessories in the car, such as spotlights, cigar lighters, electric fan and radio receiver, if the headlight bulbs take more candlepower than the average, and if these units are being used to any considerable extent, the drain on the battery may be so great as to necessitate keeping the generator charging at a high rate.

If the car is used more at night than by day, there would also be no need of reducing the charging rate.

Overcharging of the battery, furthermore, will result from too much day driving and too little night driving. It must be remembered that the days are much longer in summer and that therefore there is much less use of the lights than in winter.

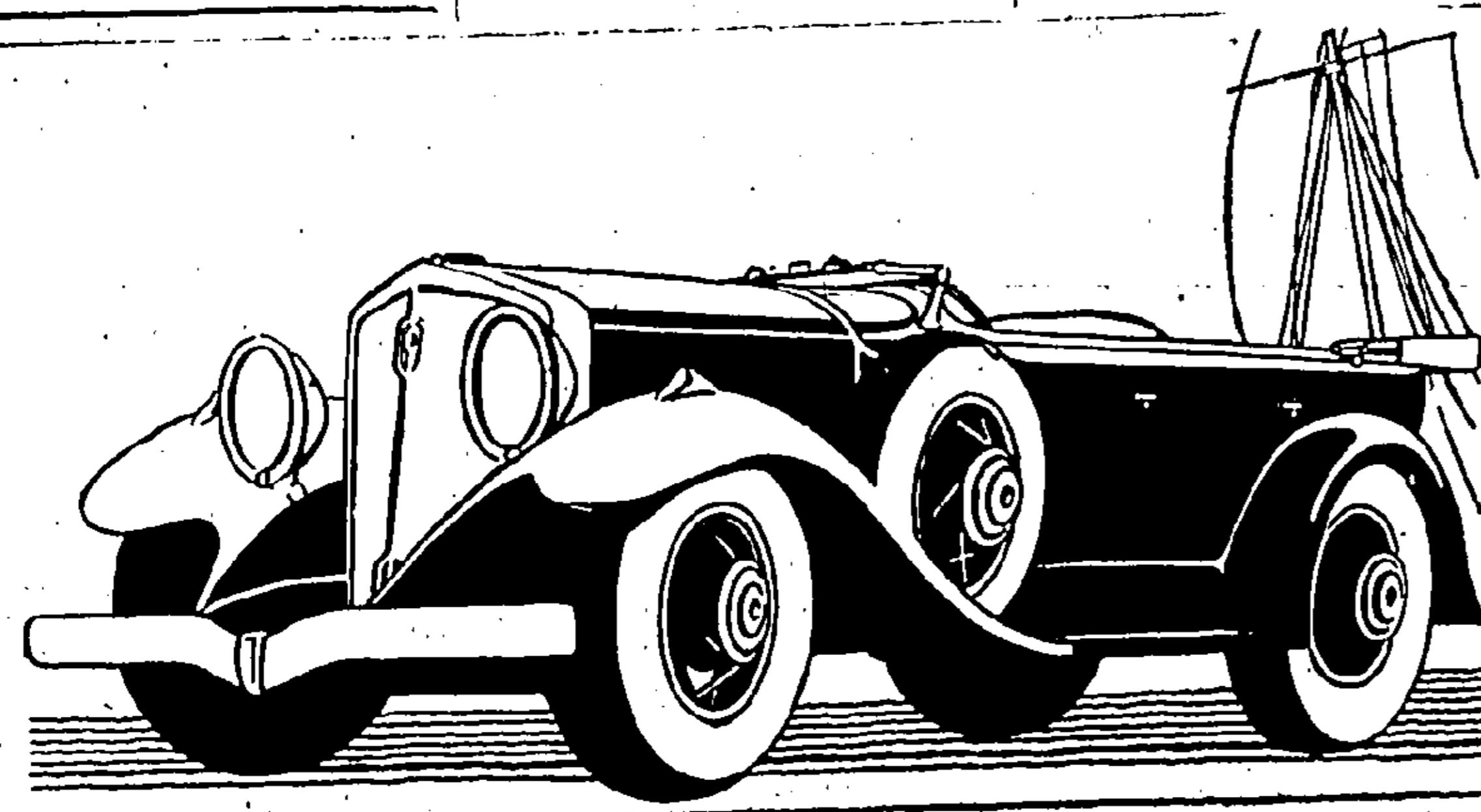
In order to offset this, if the car is driven especially on any long trip, it is advisable to keep the lights on even during the day, so that the power of the generator will be diverted to these rather than to the battery.

The greatest drain on the battery results from use of the starter. This is used more in winter than in summer, when it has to be turned over for a longer interval in starting and against the resistance of a cold, thickened body of oil.

In summer, however, a mere touch of the button will set the engine going. The drain on the battery, therefore, is much less than in winter, from this cause alone.

This, less use of the lights, the heat of summer and the additional internal heat of the solution during charging, cause so little drain on the battery that overcharging from the generator may easily result. Only more frequent filling of the battery will prevent that.

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## SCHOOLMASTERS' PROTEST MARCH.

(Continued from Page 1.)

times. The Government's economies, amounting to 70 millions, were never but not intolerable.

He defended the proposed cuts in unemployment benefit and the salaries of teachers.

## The Income Tax.

Regarding the income tax changes, he stated that out of four million or more persons whose income would be brought under review, only one and half million would pay any tax and the tax would be small. The contribution he was asking from people with incomes from two to three hundred yearly was not large and he believed they would not complain at making it to the national need in the emergency.

The Chancellor described the talk of a "Banker's stamp" as unadulterated nonsense. If the facts were known the country would be eternally grateful to the Bank of England for the efforts it made to fulfil its duty as the custodian of British credit.

"Industrial depression is showing no lift," concluded Mr. Snowden, "but the country has come through hard times triumphantly in the past to an era of greater prosperity. It will happen again if the people show the same grit as their predecessors and the same faith in the country's future."

## Good Reception.

The Government's taxation and economy proposals have had a generally good reception. With the exception of the opposition Press, which takes the line that the financial position of Britain is fundamentally so genuinely strong that the budget deficit could have been rectified by other means, and without what it considers an attack upon the standard of the national life, all newspapers are agreed that the Chancellor has fulfilled a drastic and disagreeable duty in a notably fair manner.

Financial opinion has reacted favourably to the budget and British funds were to-day marked up.

Judging from the foreign press comments reaching London, other countries, including the British Dominions, have also been greatly impressed by the unequivocal manner in which the situation has been tackled.

Typical remarks are those of the New York Times which describes the budget as a "striking testimony to the determination of the British people to keep at all costs their public finances in order" and of the Cape Times, which regards it as a "brave and honest effort to meet a serious situation."

## Economy Bill Debate.

Today, in the Commons, the Premier, moving the second reading of the Economy Bill, explained how the Government's scheme balanced, saying seventy million pounds in a full year were to be found by economies and eighty million pounds by taxation, of which fifty-seven millions, considerably more than half, were to be found by direct taxation.

Twenty million pounds were covered by the provision made as regards the sinking fund and in the background was the conversion scheme, not estimated as yet, but which would be launched at the earliest possible opportunity.

One dramatic moment occurred during his speech, when the Premier remarked: "I speak for Labour," and, being interrupted by the Opposition, exclaimed "They can take the label from my back, but they cannot take it from my mind."

Dealing in detail with departmental economies, the Premier mentioned that the Airship R100 was to be disposed of and the Cardington aerodrome placed on bare maintenance basis. The air-masts and equipment in various parts of the world, built to facilitate airship flights, would be reduced to some other status.

Referring to the cuts in the unemployment benefit, the Premier mentioned it an imperative duty to put unemployment finance on such a sound position that everybody having financial transactions with Britain, especially in the form of loans, was satisfied that her financial fabric was sound.

Several members on both sides of the House spoke after the Premier, and debate will be continued and concluded on Monday.

British Wireless and Reuter.

## How The Services Will Fare.

No definite information has yet been received in Hongkong of how the Navy cuts will operate, but the brief outline given in the Economic Committee report has given local officers an idea of the effect of the reductions.

It is probable that all ranks will be subject to the 1925 rates of pay, which are slightly lower than those paid to men and officers with service before 1925. In most cases

## SCHNEIDER PILOT'S FUNERAL.



Our photo shows the body of Lieut. G. L. Brinton, of the Schneider Trophy team, who was killed recently, leaving Calshot for Kidderminster where the funeral took place.

## HOTEL FIRE THRILL AT LE TOUQUET.

## BRITISH VISITORS RUSH FOR SAFETY.

Le Touquet, Aug. 7. There were remarkable scenes when fire broke out in the Royal Picardy, the largest hotel in Le Touquet, at 3.30 this morning.

The outbreak occurred in the attics in the servants' quarters.

When the alarm was raised by taxi drivers in front of the cusine, who saw flames coming from the roof of the hotel, many of the 100 guests, mostly British and American, left their rooms in night attire and mingled with the crowds in the gardens.

## No Panic.

There was no panic. All the guests had plenty of time to leave their rooms.

Among them were Lord Charles Hope, Mr. and Mrs. Adler (New York), Mr. Lyttelton Rogers, the Irish tennis champion, and Mrs. Rogers, Mr. and Mrs. Laski (London), Sabri Bey (Paris), Miss Ryan, the U.S. tennis player, Mr. and Mrs. Sternberger, Mr. and Mrs. Swift and Mrs. Wade Miller.

Sir Robert Horne, who had been staying at the hotel, left last night.

One guest, though in no danger, climbed to the top of the balcony above the hotel entrance by means of tied sheets and two members of the staff made a rope out of blankets and slid down to safety.

One of the hotel employees, named Parmini, was slightly injured, and a fireman was struck by a tile from the roof.

## Casino, Crowds.

The news of the fire spread quickly through the town and a crowd of several hundreds, among whom were men and women in evening dress who had left the casino, gathered outside the hotel.

The firemen extinguished the flames in two hours. The damage is confined to the attics and to two floors which were flooded.

The hotel, which was built last year and consists of eight floors, was only recently opened for the season.

It will not be necessary to close the hotel, as the lower floors have not suffered to any extent from the water.

## WATER LEVELS.

## DETAILS FOR WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwantung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River on the dates named:

| Sept. Sept.              | 10.  | 11.  |
|--------------------------|------|------|
| West River at Shihliu    | 14.2 | 13.4 |
| North River at Samshui   | 11.9 | 10.8 |
| North River at Tsingyuen | 9.5  | 8.0  |
| East River at Sheklung   | 11.3 | 11.3 |

The highest levels recorded are:

Shihliu, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 6 feet at Samshui and minus 2.7 feet at Sheklung.

This means a reduction of at least 18 feet a day.

In addition it is anticipated that officers pay will be further reduced by the introduction of a revised cost of living figure. This is expected to reduce the standard rate fixed in 1919, by 11 per cent. Various cuts since the standard rate was fixed have brought the pay for officers down eight per cent., but it is not thought that this new revision of the cost of living will be more than another three per cent.

## Military Cable.

The military authorities have received a cable stating that Royal Warrant and Army Orders are being issued applying the 1st October, 1925, rates of pay to all officers and other ranks irrespective of date of commission, enlistment or re-enlistment. Clothing allowance will be reduced by 10 per cent.

The cost of living reduction from officers standard rate will be 11 per cent in lieu of 8 per cent. The men are expected to lose 1/- a day.

## HONGKONG SHARE MARKET.

## OFFICIAL SUMMARY BY STOCK EXCHANGE.

The market was steady this morning, with utilities coming into prominence at \$28 buyers.

Banks were done at \$2,040.

H.R. Fries were wanted at the slightly increased rate of \$1,480.

Bengtss, after being done at \$1,130, were in demand at \$114.

Wharves could have been obtained at \$165.

Whampoa Docks, after an extended period of quietness, came into demand at \$28.

Presidents (Gold), which were done at \$65, were wanted at \$63.

Hotels (new), changed hands at \$16.40, and at this rate they closed in demand.

Launds were wanted at \$94.

Realities, which were reported done at \$17.30 and \$17.35, closed with buyers at \$17.35.

Evans were wanted at \$15.39.

Trams were wanted at \$22.14, as were Peak Trams (old) at \$11.4, and the new shares at \$6.55. Star Ferries \$95.2, Yaumati Ferries at \$26.4, China Lights at \$20.4, with sellers of the latter asking \$30. Electric could have been obtained at \$83, and Telephones (part paid) were in demand at \$35.2.

Cements (combined), which were done at \$20.41, could have been bought at this rate, but buyers did not go higher than \$20.40 at the close.

Watsons had sellers at \$1.7, but they closed in demand at \$1.68.

Construction Rights were in demand at \$2.

## SILVER FUTURES.

## THE LATEST CABLED QUOTATIONS.

Messrs. Pentreath and Co. have been advised by cable of the following quotations for New York silver futures as at the close of the market yesterday:

September 28.25 up. 25.

December 28.50 up. 35.

## Prince's Golf Garb.



The Prince of Wales, going out for a round of golf at the Chateau de Matignon, near Bayonne, where he has been spending a holiday.

## LONDON'S GREAT DELUGE.

## TWELVE HOURS' DOWNPOUR.

## TRAINS HELD UP.

London, Aug. 15. Torrential rain fell over a wide area of the county yesterday and still more is expected to-day to make the 27th wet week-end this year.

London and Birmingham were among the places where rain fell almost incessantly for 12 hours.

Roads in many places were flooded; motor-cars became stranded in the water and had to be towed out—or left; trains and trams were held up, and houses were struck by lightning.

In two hours nearly three-quarters of an inch of rain fell in South-East London.

It is estimated that in the 693 square miles of the Greater London area 4,236,600 tons of rain fell.

## Railway Flooded.

After a thunderstorm, which raged for three and a half hours, the Southern Railway station at Mitcham, Surrey, was flooded to within an inch of the top of the platform and all trains were held up for a time.

Owing to the floods Mitcham Fair was unable to open yesterday, but it will open to-day instead, an extension having been granted.

At Tooting Junction and Streatham stations there was a foot of water between the platforms.

## Rescued by Lorry.

City workers were stranded at Colliers Wood Tube Station until a lorry came to the rescue and carried them three-quarters of a mile to Western-road.

Four houses at Bithers Green, S.E., were flooded and one householder said he was unable to enter his own house for two hours.

Beckenham-road, Beckenham, was closed to traffic for several hours owing to parts of the road being forced up.

The Kingston by-pass road was flooded near Richmond Park and near Esher.

## Racing Crowd Wades.

At the Wimbleton Stadium water found its way through the car park and kennels. Trams were unable to proceed and the crowds had to walk through the water.

Buses were unable to pass beneath the bridge at Worcester Park (Surrey) railway station, where the water was four feet deep.

In the main street water was pouring out of many of the houses.

Buses between Morden and Worcester Park had to pass through water for nearly two miles. In places the buses were awash on the lower deck and passengers had to put their feet on the seats.

The day was the wettest of the year at Birmingham.

The city trams on the Pershore road were held up by floods. Pumps were employed to clear the road.

The Forest of Dean, in Gloucestershire, had what is described as a cloud-burst.

Shrewsbury recorded the heaviest rainfall with 36mm.—about 1/2 inches. An inch fell at Croydon and nearly an inch at Kew.

Houses were struck by lightning at Thornton Heath, and Hawthorne-avenue, Norbury.

## EXCHANGE RATES.

| Previous Day.      | Yesterday. |
|--------------------|------------|
| Paris.....         | 123.94/4   |
| Geneva.....        | 64.01/4    |
| Berlin.....        | 20.87/2    |
| Oslo.....          | 18.16/4    |
| Helsingfors.....   | 19.34      |
| Athens.....        | 3.76       |
| Buenos Aires.....  | 31.5/16    |
| Shanghai.....      | 1.9/4      |
| New York.....      | 4.85.15/16 |
| Amsterdam.....     | 12.04/4    |
| Stockholm.....     | 18.15      |
| Vienna.....        | 34.51      |
| Madrid.....        | 53.95      |
| Bucharest.....     | 81.84      |
| Montevideo.....    | 22.4       |
| Hongkong.....      | 11.5       |
| Brussels.....      | 34.04/4    |
| Milan.....         | .50.89/4   |
| Copenhagen.....    | 18.17/2    |
| Prague.....        | 16.4/4     |
| Lisbon.....        | 110        |
| Rio.....           | 3.1/32     |
| Bombay.....        | 1.5/54     |
| Yokohama.....      | 2.0/13/32  |
| Silver (spot)..... | 13.1/16    |
| " (forward).....   | 13.1/16    |

—British Wireless.

## INTERPORT TENNIS.

## HONGKONG TEAM NOW COMPLETE.

M. W. Lo, singles tennis champion of the Colony in 1929, has accepted an invitation from the Law Tennis Association to accompany the Interport team to Shanghai on September 29, and he will complete the men's team.

Hongkong will thus be represented by Messrs. S. A. Rumjahn, E. C. Fincher, M. W. Lo, and Ho Ka-jau.

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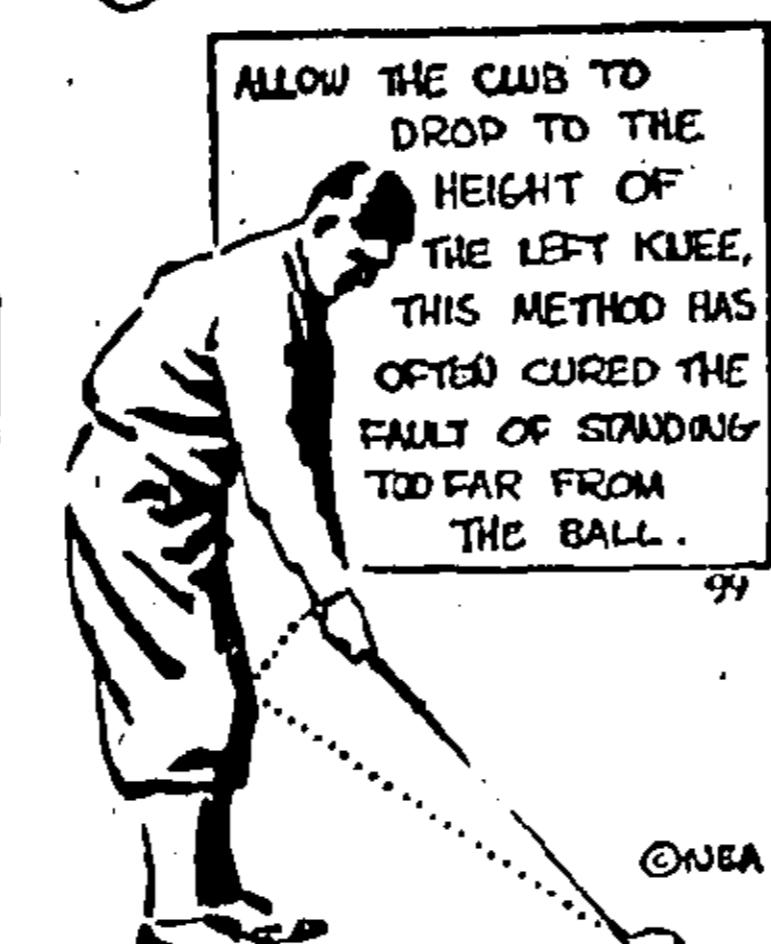
## PING PONG.

### JUNIOR CHAMPIONSHIP RESULTS.

In the final match of the Junior Division of Ping Pong League, which took place at the Chinese Y.M.C.A., and lasted for two consecutive evenings, the 9th and 10th inst., between the Confucian Association and the South China Athletic Association, the former carried off the championship with a score of 18-11.

The League also beg to announce the University team is in reality that of St. John's Hall.

## GOLF as the STARS play it



Just how far should a player stand from the ball?

It is impossible to specify in feet and inches just how far away from the ball a player should stand in the address. Stances will vary just as personalities differ. Yet there is one way by which those using the square stance may get a rough idea of the distance to be put between feet and the ball.

With the square stance, hold the club in the left hand and permit the clubhead to settle in its natural position behind the ball. Lower the club to the height of the left knee. This simple method has often cured good players of the common fault of standing too far away from the ball.—ART KRENZ.

## THE INTERPORT AQUATICS.

### EASY WIN FOR H.K. IN THE LONG DISTANCE.

Shanghai, Sept. 11. In the Interport swimming contests to-day, the 100 yards race, free style, was won by Faeney (Tientsin), with C. N. Brown (Shanghai) second, and G. J. Grilk (Shanghai) third. The event was won by a touch, in 62 seconds.

In the 880 yards event, Roza Pereira (Hongkong) was first, Laing (Hongkong) second, and Wheeler (Shanghai) third.

Roza Pereira won by nearly 30 yards, his time being 12 mins. 63 2/5 seconds.

Roza Pereira won amid thunderous applause. Laing was 30 yards in front of Wheeler. The 1000th lengths of the pool, and the additional 40 yards, were negotiated by Roza Pereira without his at any time being troubled.

### The Long Plunge.

The long plunge was won by Concoff (Shanghai), with Berthet (Shanghai) second, and Karatzas (Tientsin) third. The winning plunge was 72 feet, 1 inch.

Berthet plunged 68 ft. 10 ins., and Karatzas 68 ft. 8 ins. Zimmerman and Sonneveld, of Hongkong, plunged only 40 ft. 10 ins.

The team race (four men asido each swimming 60 yards) was won by Tientsin, with Hongkong second, in 2 mins. 13 4/5 secs.

Tientsin led from the start. Hongkong were only half a yard ahead of Shanghai.

### H. K. Wins Water Polo.

In the water polo match Hongkong Tientsin by 6 goals to 2. The half-time score was one-all.

Goal scorers were—For Hongkong, C. Pereira (2), Laing (3). For Tientsin, J. B. Brown and Kleeman, one each.

The present standings are:

|      |          |    |
|------|----------|----|
| Pts. | Shanghai | 28 |
|      | Hongkong | 24 |
|      | Tientsin | 17 |

The contest is to be resumed tomorrow evening.—Our Own Correspondent and Reuter.

## KID BERG FOULED.

### BUT CANZONEI KEEPS TITLE.

New York, Sept. 11. Tony Canzonei retained the world's lightweight championship, winning on points against Kid Berg, of England, in a fifteen round contest.

Canzonei fouled Berg in the eighth round, and Berg would have been the champion but for the New York Boxing Commission's new rule making all fouls fair.—Reuter's American Service.

## CRICKET LEAGUE.

### STUMPS TO BE DRAWN BEFORE TIME.

The annual meeting of the Hongkong Cricket League was held yesterday afternoon at the Sanitary Board room, and was attended by the representatives of the various clubs. Mr. H. R. B. Hancock presided.

Mr. Hancock was re-elected President of the League, with Mr. G. R. Sayer Vice-President and Mr. W. C. Huggins as Hon. Secretary and Treasurer.

The senior division of the League will comprise this year the following teams:—Imperial Corporation Club, Hongkong Cricket Club, Craigengower C.C., Civil Service C.C., Kowloon C.C., University, Navy and the Royal Artillery. The junior division will include: I.R.C., H.K.C.C., C.C.C., C.S.C.C., K.C.C., University, Police R.C., Club de Recreio, Royal Signals and Engineers and the South Wales Borderers.

While the senior division remains practically the same as last year, there are a few changes in the junior. The R.A.S.C. have not yet signified their intention of participating in the League, while the Royal Engineers and the Royal Signals, which were two distinct teams last year, have now joined forces. As will be seen, The South Wales Borderers are running a team in the junior division. In all, there will therefore be eight teams in the senior and 10 teams in the junior.

On the question of the match between the Winners of the League and the Rest, the President said it was a pity that this game was not played last year. He suggested that in future this game should be played on the ground of the team which won the League the previous year, and suggested that the second Saturday in April should be the date. Mr. F. M. Arculli (the I.R.C. representative) agreed to have the game played off at Sookupoo at the end of this season.

The President added that this arrangement would enable them to know where this match would be played before they knew who the winners of the League were.

Mr. Hancock also drew attention to the fact that last year the secretaries of various clubs were very lax in sending in to the Hon. Secretary of the League the results of their official matches. He hoped that more trouble would be taken this year.

It was suggested that in League matches, stumps should be drawn 10 minutes before the scheduled times as in many instances last year matches were finished in semi-darkness.

Mr. Hancock said it was a good idea to try this scheme this year and see how it worked out. If it was not successful, they could abandon it next year.

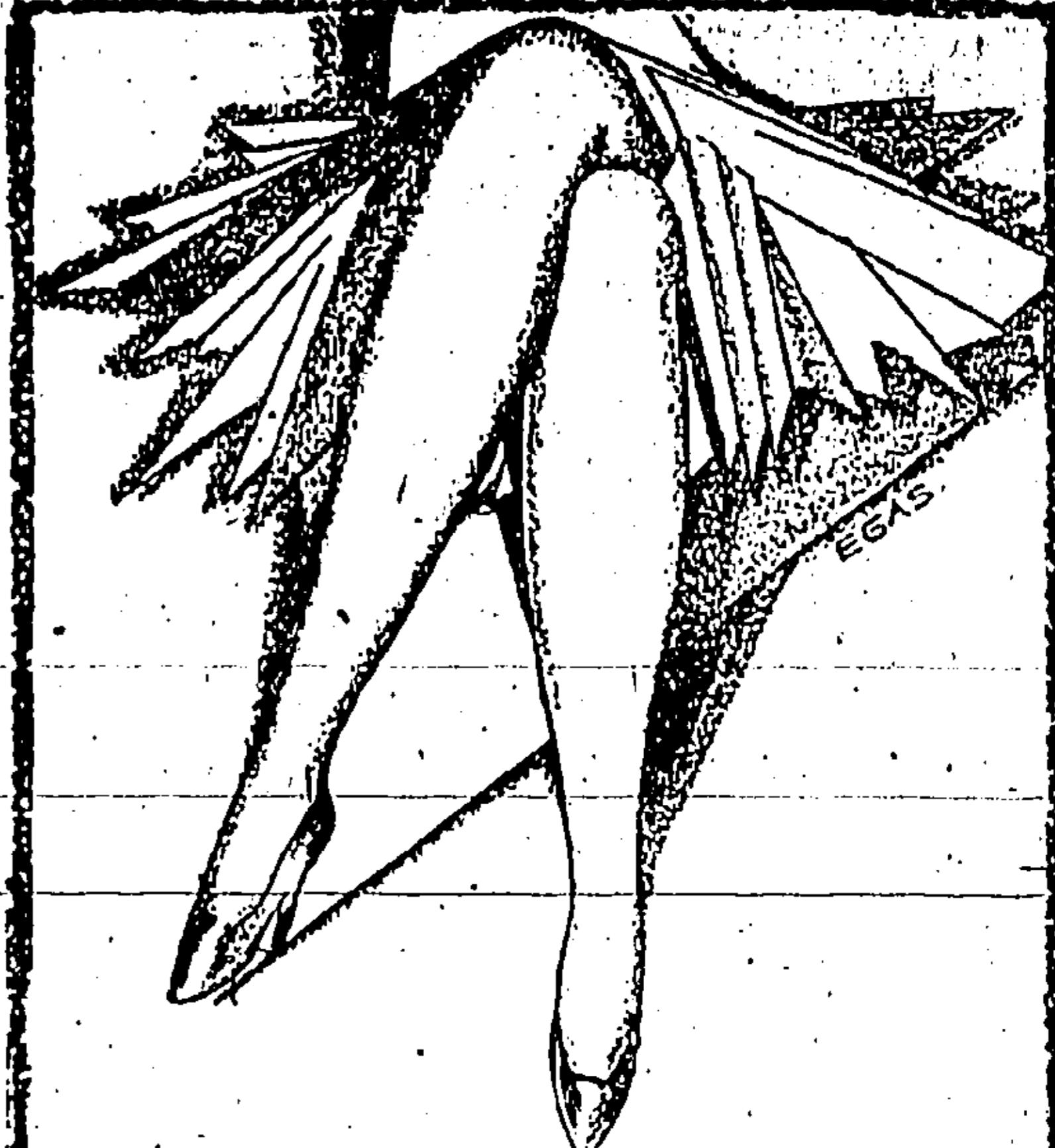
This suggestion was put to the meeting and it was agreed to draw stumps 10 minutes before the scheduled times, and dispense with the ten minutes interval, which, the President said, was not necessary.

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Epic of Love and Empire  
RICHARD DIX, IRENE  
DUNNE, ESTELLE TAYLOR  
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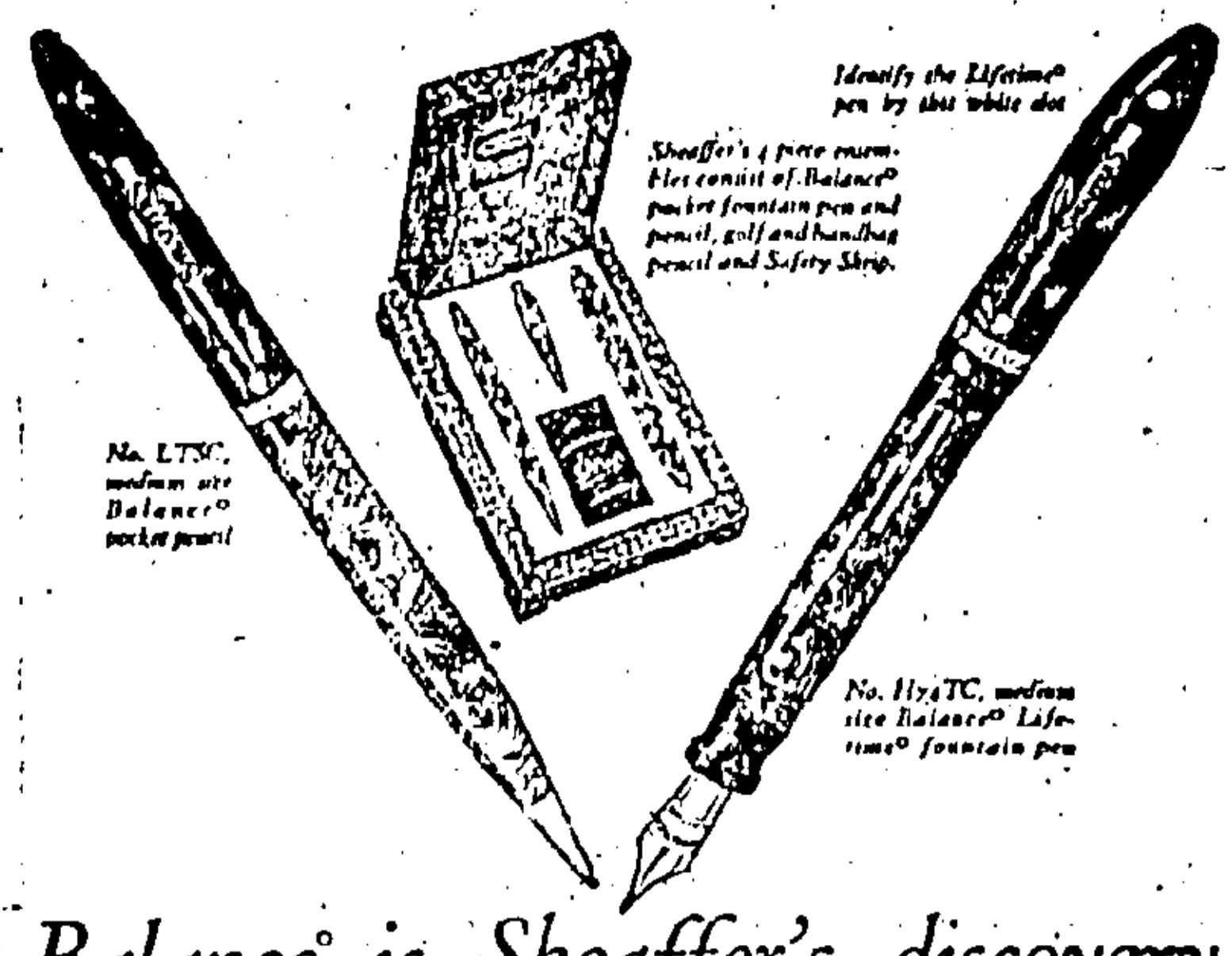
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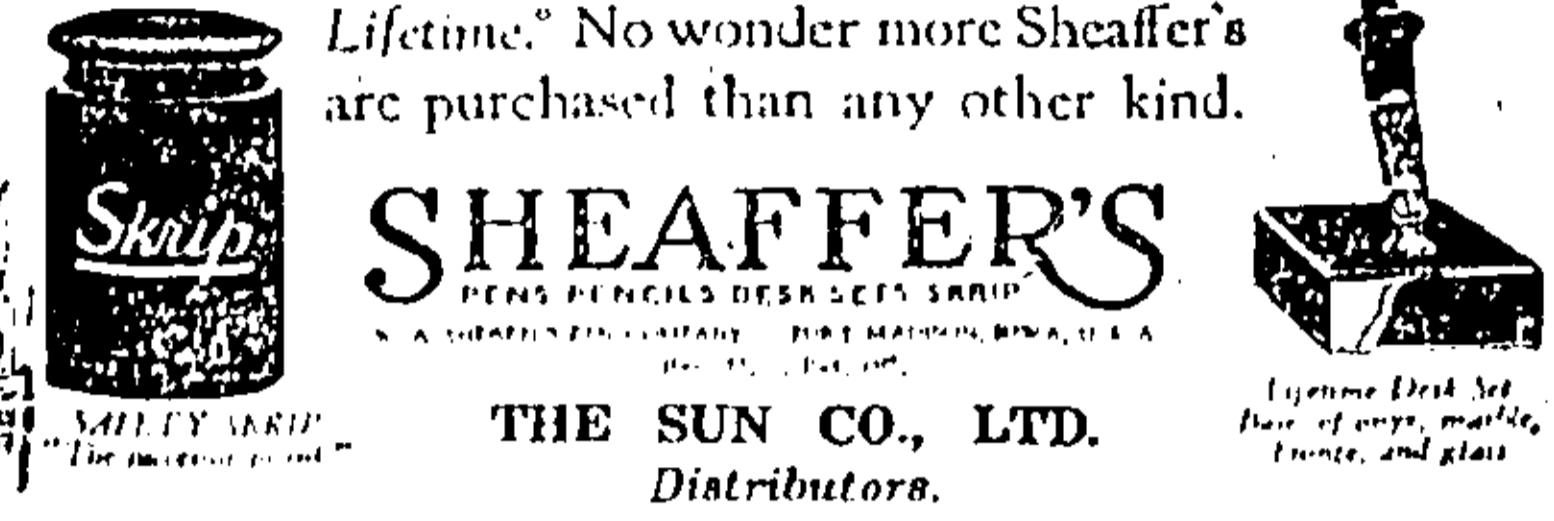


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### THREE KILLED IN CHICAGO RIOT.



This picture shows a mob in Chicago after three negroes were shot and killed and several others injured when police squads clashed with communist agitators after a family had been evicted from their home for non-payment of rent.

### MILDLY SURPRISED BY LONDON.

#### RUSSIANS VIEWS.

London, Aug. 15. London, "the capital of the capitalist world", is full of mild surprises, pleasant and unpleasant, according to the party of 350 Soviet men and women workers, the champions of Socialism, who left England to-day after a four-day visit. Their leader, M. Lennu, described to a reporter the workers' impressions of England.

"What impressed us most," he said, "was the efficiency of the municipal organisations."

Unaware that generations of visitors have amused London by "discovering" that "your policemen are just too wonderful," he went on:

"We have nothing but admiration for your policemen, but we are surprised that you do not make more use of automatic signalling to control traffic. It is the efficiency of the police in doing the work of machines that makes us marvel.

#### "Shocked" By Tipping.

"Most of us were astonished to see hundreds of homeless men and women on the Embankment and around Trafalgar-square after dark.

"Some of your factories did not impress us because your methods of manufacture are not technically in advance of ours."

"The difference in standing between the employers and the workers astonished us. But what shocked us more was that waiters and waitresses there receive and expect tips. In Russia they are not servants, but fellow-workers of the diners."

#### Tubes Admired.

M. Lennu declared that he would like to see the London Underground railway system adopted in Moscow. The London parks also impressed the tourists strongly.

But the English climate they regard as "enough to suppress all enterprise."

Yesterday a wreath was placed on the grave of Karl Marx in Highgate Cemetery by members of the party.

The cruise, with which they have been rewarded for their zeal in hastening the Five-Year Plan, will take them to Genoa and Constantinople, and then to Odessa.

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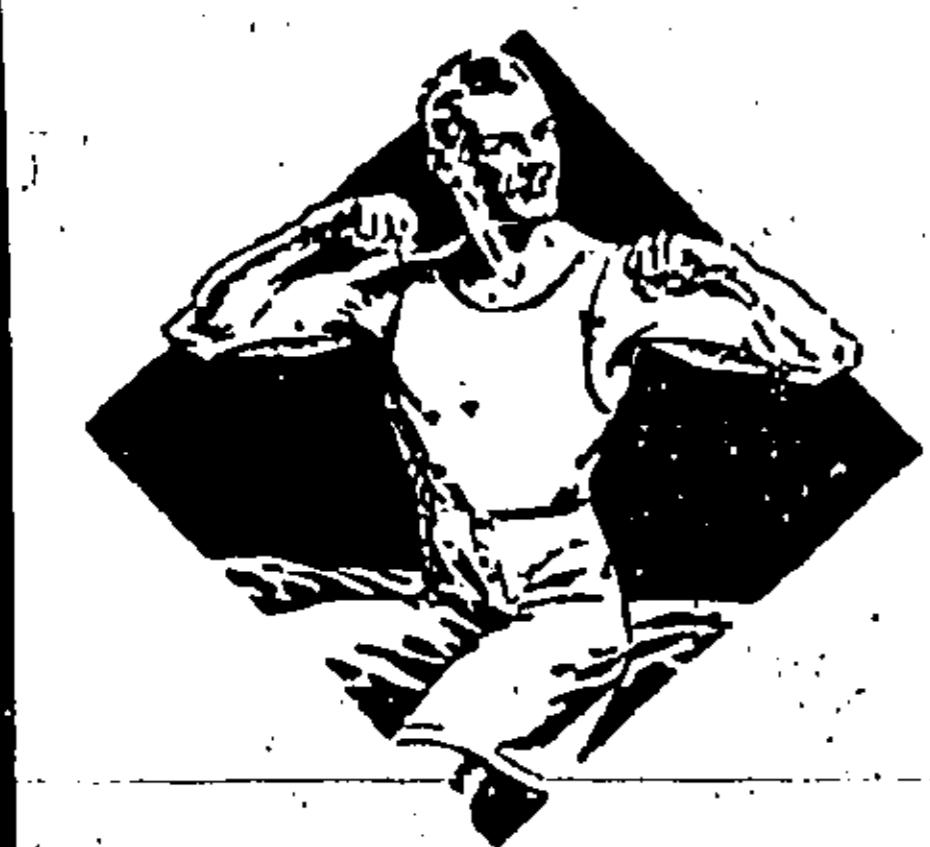
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By Small



## NEW AUTUMN SHIPMENTS at WHITEAWAYS

Splendid Values in Men's Outfitting.

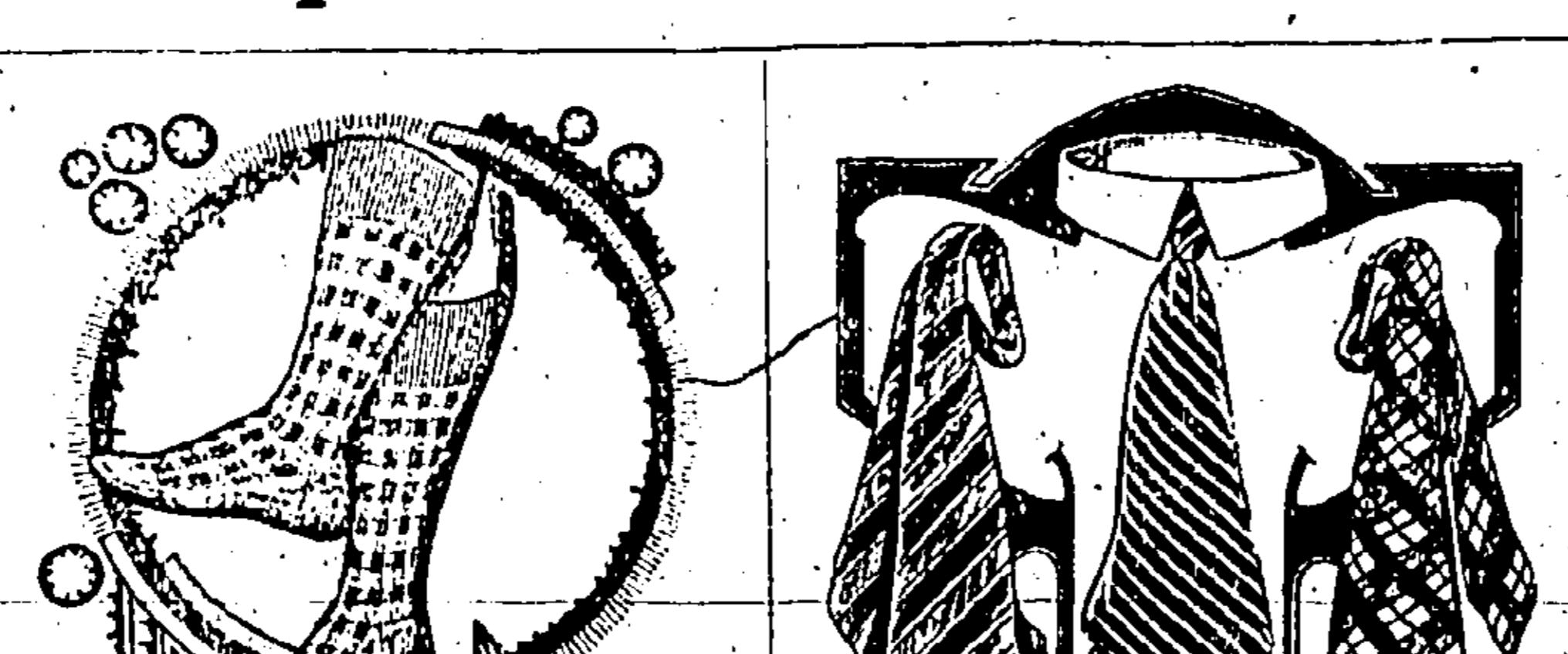


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Aertex is the perfect underwear for the man who leads an active life.

Fresh air held captive in a myriad tiny  $\frac{1}{1000}$ th part supplies the body with oxygen - the true breath of life, and keeps the temperature at the normal healthy level all day long.

**Aertex Underwear**  
In all Numbers and Styles.



## New Socks

New designs in Wool and Art Silk Socks in New Colours.



## Felt Hats

Popular Makes in Snap or curl Brims Greys, Steel, Fawns Etc., Etc. All Sizes.



**Pyjamas**  
A Splendid Assortment in Plain Colours & Neat Striped Designs.

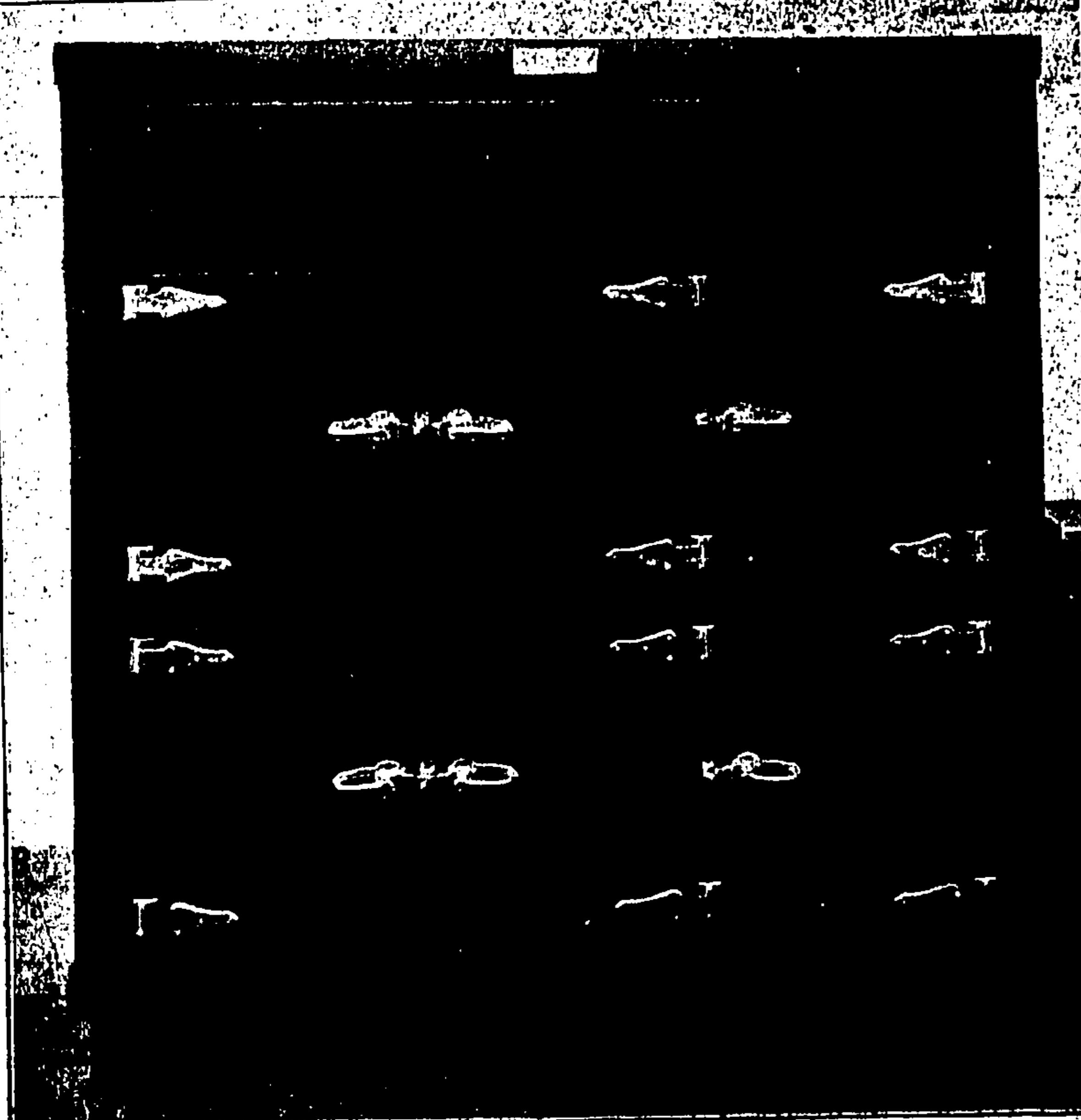
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WHITEAWAYS.

# Frigidaire Advanced Refrigeration.

TO-DAY Frigidaire Offers  
Eight Distinctive Models  
Finished Throughout in  
Lustrous, Acid-Resisting,  
Porcelain-on-Steel.

CLIMATIC Conditions in  
Hongkong and the outlying  
districts have hastened the  
arrival of the Frigidaire.



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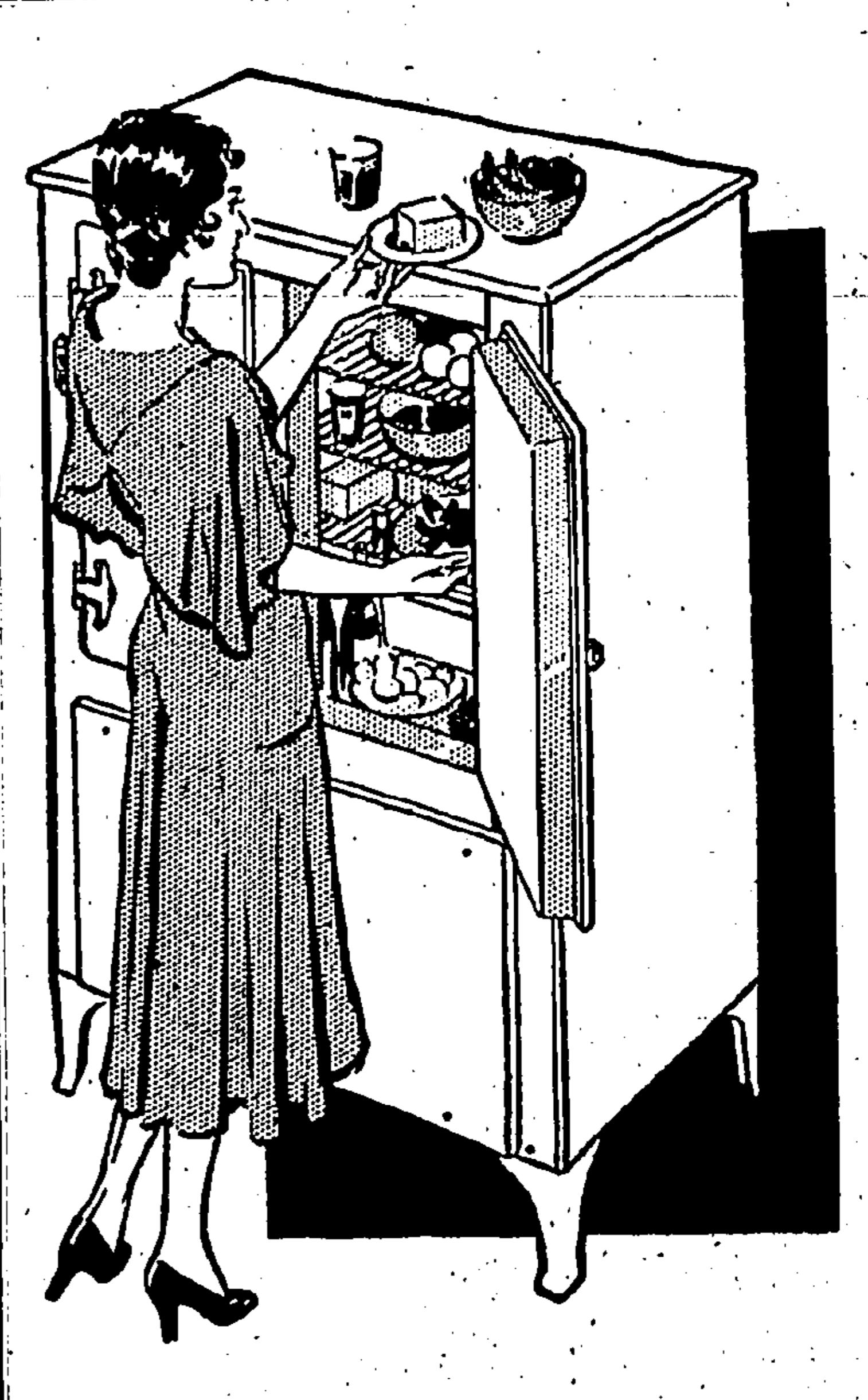
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*ADVANCED  
REFRIGERATION*



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HOME.  
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## LONDON SERVICE

MENELAUS 15th Sept. For Port Said, M'les, Casablanca, London, R'dam & H'burg.  
AENEAS 29th Sept. For Marseilles, London, R'dam & Glasgow

## LIVERPOOL SERVICE

NINGCHOW 25th Sept. For Port Said, Havre, Liverpool, & Glasgow  
ASPHALION 11th Oct. For Port Said, Havre, Liverpool & Glasgow

## NEW YORK SERVICE

MENESTHEUS 5th Oct. For Boston, New York & Baltimore via Philippines & Singapore

## PACIFIC SERVICE (via Kobe and Yokohama)

LION 17th Sept. For Victoria, Vancouver & Seattle  
TYNDAREUS 17th Oct. For Victoria, Vancouver & Seattle

## INWARD SERVICE

CALCHAS Due 13th Sept. For S'hai, Muji, Kobe & Yoko.  
SARPEDON Due 20th Sept. For S'hai, Tsingtao, Weihaiwei, Taku, Chingwang & Dairen

Also cargo steamers with limited passenger accommodation specially reduced fares.

For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the prorogation of the Company's Bill of Lading.

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## INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| Destination.                             | Steamers.                                    | Sailings.  |
|--|--|--|
| TO TSINGTAO via SWATOW & SHANGHAI        | Daviken<br>Hopsang<br>Sandviken<br>Yatshiken | Sun. 13th Sept at noon.<br>Wed. 16th Sept at noon.<br>Sun. 20th Sept at noon.<br>Wed. 23rd Sept at noon. |
| TO SINGAPORE PENANG & CALCUTTA           | Suisang<br>Kutsang<br>Hosang                 | Mon. 21st Sept at 3 p.m.<br>Thurs. 8th Oct at 3 p.m.<br>Satur. 17th Oct at 3 p.m.                        |
| TO OSAKA via AMOY, SHANGHAI & KOBE       | Kuteang                                      | Fri. 18th Sept at 7 a.m.   |
| TO OSAKA via AMOY & KOBE                 | Hosang<br>Yuonsang                           | Fri. 25th Sept at 7 a.m.<br>Wed. 7th Oct at 7 a.m.   |
| TO SANDAKAN                              | Yusang                                       | Mon. 14th Sept at 5 p.m.   |
| TO TIENTSIN via SWATOW, FOOCHEW & CHEFOO | Chongshing<br>Chipshing                      | Fri. 18th Sept at noon.<br>Sun. 27th Sept at noon.   |

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fare of \$225.00 to Kobe. These return tickets are available for three months.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.  
Telephone 30311.

General Managers

## THE VOLUNTEERS.

## CORPS ORDERS FOR THE COMING WEEK.

No. 38/31.—Hongkong Volunteer Defence Corps orders by Lieutenant-Colonel L. G. Bird, D.S.O., O.B.E., commanding:

## Parades.

(a) Corps Band.—1. Unusual Orders appear to the contrary, the Band Practice nights will be Monday and Fridays each week.

2. Address.—All ranks are reminded that when a change of address takes place, it should be reported immediately to the Band President. This is very important.

(b) Battery.—1. Musketry. The Battery will fire Part II Musketry at Stonecutters on Sunday next, 13th September.

2. Parade with rifle, belt, bayonet and bandolier at Queen's Pier 9 a.m. or Kowloon Police Pier 9-10 a.m.—Rifles must be drawn before noon Saturday.

(c) Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 16th, September and Friday, 18th, September for Signalling Instruction.

(d) Armoured Car Company.—1. Car Section. Parade at Headquarters at 5.30 p.m. on Monday, 14th instant. Those detailed later will proceed to Kennedy Road Range to fire Part I M.G. Brennader Machine Gun Instruction.

Instructors Class.—Parade on Friday, 18th instant at Headquarters at 5.30 p.m.

2. Motor Cycle Section. Parade at Headquarters on Monday, 14th instant at 5.30 p.m. for Machine Gun Instruction.

Dress—Muff.

(e) Machine Gun Company.—1. The Company will parade in close column of platoons in muti at 5.30 p.m. on Tuesday, 15th September for a lecture by C.S.M. Slattery.

2. The following signallers will report to Lieut. J. H. Bottomley for signalling instruction:

No. 1048 Pte. W. D. Johnson  
1604 J. S. A. Grey, M.C.  
1407 G. C. Moss  
1671 R. S. Meadows  
1492 J. E. Richardson  
1352 S. M. West

The above Company signallers are reminded that classification will be held on 22nd and 23rd October, and they must, therefore, make every effort to attend every Tuesday until then for signalling instruction.

3. N.C.O.'s Promotion Class. The following will attend for promotion examination by Captain E. J. R. Mitchell and Sergeant C. E. M. Terry:

No. 1453 L/Cpl. G. W. E. True  
1513 F. C. B. Black  
1548 L. B. Holmes

4. Renewal of Kit. Before marching their platoons into the Lecture Room on Tuesday, 15th September, Platoon Commanders will please submit to the C.Q.M.S. Graham all requirements. This is the last opportunity.

(f) Scottish Company.—Parades, Thursday, 17th September, for Arms Drill.

No. 7 Platoon at Headquarters 5.30 p.m. under 2/Lieut. A. W. Brown.

No. 6 Platoon at Kowloon Docks under 2/Lieut. T. P. Saunders.

(g) Portuguese Company.—1. Unless Orders appear to the contrary, the Company Parades will be according to Company Training Programme.

2. Address. All ranks are reminded that when a change of address takes place, it should be reported immediately to the respective Platoon Commanders. This is very important.

(h) The Officers commanding the undermentioned Units will issue their Orders separately to their commands:

I. Engineer Company  
II. Machine Gun Troop  
Rifles and Bayonets.

The undermentioned have not yet returned their rifles and/or bayonets to Store for annual inspection, in ac-

## RECORD MAKERS.

## FRENCH AVIATORS SET OFF IN EXCITING RACE.

Le Bourget, Sept. 11. Le Brix and Dorot, the French aviators who are contestants in the race for the long distance record, hopped off for Tokyo at ten minutes past six this morning. They were followed seven minutes later by Codros and Robida who are also trying to create a record. The race is likely to be a most exciting one.—Reuter.

Le Bourget, Sept. 11. It is semi-officially learned from Dusseldorf, that the Question Mark has landed owing to engine trouble.—Reuter.

Lindbergh's Plans.

Osaka, Sept. 11. Interviewed to-day Col. Lindbergh confirmed that he plans to fly direct from Fukuroku to Nanjing not touching at Shanghai.

He said definitely that he intended to return to America by air.—Reuter.

## DISARMAMENT ISSUE.

## M. BRIAND ON "DIABOLICAL INVENTION."

Geneva, Sept. 11. An emphatic denial that France had any idea of delaying or postponing the Disarmament Conference was made by M. Briand in his annual speech to the League Assembly.

He said France would strenuously oppose any such attempt because she would feel the League had failed if the conference did not meet on bear fruit.

Equally emphatically, M. Briand asserted that it was a diabolical invention to suggest that Britain had ever sought to keep Germany and France apart, and profit from the division. On the contrary, the British had done their utmost to foster a good understanding between them.—Reuter.

## YOKOHAMA SPECIE BANK.

## THE HALF-YEARLY PROFIT DISTRIBUTED.

The local office of the Yokohama Specie Bank is in receipt of a cablegram from the Head Office to the effect that, at the 1931 Half-Yearly Ordinary General Meeting of the shareholders held at the Head Office of this bank at Yokohama, on the 10th inst., a net profit of Yen 11,857,930.40 was shown, including Yen 6,436,138.84 carried over from last account. It was resolved to make the following allocations:

To Reserve Fund Yen 1,200,000.00

Dividend of 10% p.a.

(for the half-year ended 30th June 1931) 5,000,000.00

To be carried forward to next account 5,637,930.40

Yen 11,857,930.40

Concordance with Corps Orders No. 24/31 of 3rd June, 1931:

Corps Signals.  
L/Cpl. A. Tarbuck  
Machine Gun Troop.  
Tpr. G. P. Lammet  
R. A. Fawcett

These must be returned forthwith.

(repeated). Strength.

The following has been taken on

the Corps Strength:

No. 1719 Pte. D. J. S. Crozier, No. 3

Platoon, dated joined 8.9.31.

Leave.

Lieut. H. G. Williams, Armoured Car

Company, Motor Cycle Section, grant-

ed 5½ months' leave from 10.9.31 to

28.2.32.

No. 1703 Pte. G. S. Winch, No. 8

Platoon, granted 1 month's leave from

8.9.31 to 7.10.31.

H. WESTLAKE, LIEUTENANT.

For Adjutant, H.K.V.D. Corps.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY LTD.

Salvage Tug "TAIKOO"

Wrecker Cap. 1000 Tons.

Length 787 Feet.

Width 26 Feet.

Depth on Centre of

38 (H.W.D.T.) 34 ft. 6 ins.

DRY DOCK.

Length 787 Feet.

Width 26 Feet.

Depth on Centre of

38 (H.W.D.T.) 34 ft. 6 ins.

THREE SLIPWAYS.

Capable of Handling Ships up to

4,000 Tons displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, CHINA & JAPAN.

## SOME OF GENE AUSTIN'S HITS ON VICTOR RECORDS

19068 Just around the Corner (Behind the Clouds).

20371 Tonight you Belong to Me (It made you Happy).

20568 Ain't she Sweet (What do I care).

21015 There's a Cradle in Carolina (My Melancholy Baby).

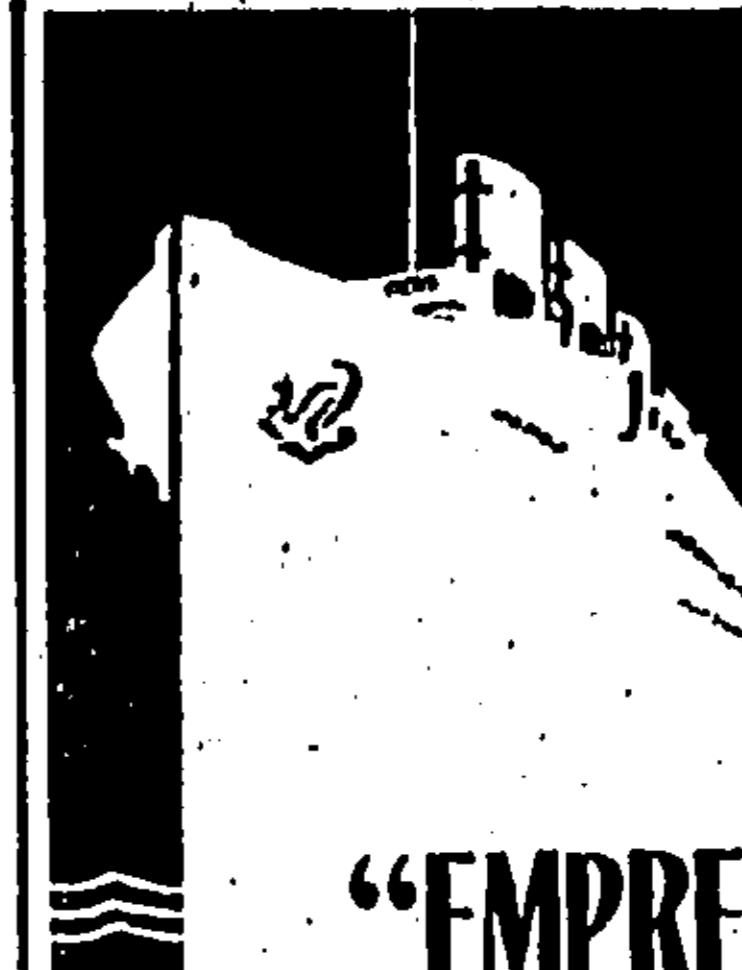
21454 Just like a Melody o't (Jeanine, I dream etc.) (Out of the Dawn).

21564 Wedding Bells (That's what I call Heaven).

21893 (That's what I call Heaven).

22687 (Now you're in My arms (If you should Ever need Me).

22739 (Without that Gal (I'm through with Love).



## "EMPERESS OF JAPAN"

The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN

TO CANADA AND U.S.A.

Hongkong Leaves Shanghai Leaves Kobe Leaves Yokohama Leaves Vancouver Arrive

Empress of Asia Sept. 25 Sept. 29 Oct. 1 Oct. 3 Oct. 12

Empress of Canada Oct. 10 Oct. 13 Oct. 15 Oct. 17 Oct. 25

Empress of Japan Oct. 23 Oct. 26 Oct. 29 Oct. 31 Nov. 8

Empress of Asia Nov. 7 Nov. 12 Nov. 14 Nov. 22

JURY'S VERDICT IN  
PRAYA SHOOTING.CHINESE REVENUE OFFICER  
EXONERATED.

A verdict acquitting to accidental death was returned by the jury which was empanelled to inquire into the circumstances of the shooting in Connaught Road last month, when a Chinese Revenue Officer fatally wounded a Chinese who was, with others, concerned in opium smuggling.

The inquest was concluded before Mr. Schofield at the Central Police Court yesterday afternoon, the jury finding that the first shot fired by the officer was unintentional and was caused by the jerk the officer received.

The jury was composed of Mr. T. R. MacDonald (foreman), Mr. A. M. Calman and Mr. E. Greenwood.

Mr. T. Murphy (Assistant Director of Criminal Investigation) conducted the inquiry on behalf of the Police, while Mr. R. R. Tood (Assistant Superintendent of Imports and Exports) watched on behalf of his Department.

After recounting what had occurred on the early morning of August 14, the coolie who had been engaged to carry the parcel of opium which the Revenue officer had seized, informed the Court that when he saw two other men approaching the officer and his two assailants he warned the officer of the other men's approach. He then heard a shot fired, the two men seen approaching immediately running away. He heard several shots fired after that but could not say how many.

## Coroner's Opinion.

In summing up, His Worship informed the jury that the parcel which one of the men was seen carrying, contained about 280 ounces of illicit opium and it was quite clear that the persons about at the time were in some way or other concerned with the smuggling of opium.

After reviewing the evidence, the Coroner said that he did not think there was evidence to show that there was any lack of proper care on the part of the revenue officer. He did not consider there was evidence of gross carelessness and, therefore, a verdict of manslaughter would not be justified. If the jury were satisfied the shooting

THE ECONOMY BILL.  
PREMIER EXPLAINS ORDERS  
IN COUNCIL.CHINA AND LEAGUE.  
SPEECH BY DELEGATE  
TO GENEVA.

London, Sept. 11. The Prime Minister, in moving the second reading of the National Economy Bill in the House of Commons this morning, said the general policy of the Government had received the sanction of the House, and they were now setting their hands to the details. The emergency had been allayed for the time being, but the financial position was to be made sound as well as the Budget balanced.

While new resources were being put into the Treasury, economy must also be made effective, and the Bill before the House, gave the Government power to issue the necessary Orders in Council, constituted procedure as drastic as the savings which were being effected.

A schedule in the Bill dealt with departments which would be affected by these Orders in Council. The figures of the scheme worked out as follows:

A sum of £70,000,000 had to be found by economies, £80,000,000 by taxation (of which £57,000,000 considerably more than half, had to be found by direct taxation) and £20,000,000 was provision made as regards the Sinking Fund.

Then in the background, not estimated as yet, was to be a conversion scheme, launched at the very earliest possible opportunity, which would effect considerable savings.

## Predecessors' Work.

Continuing, the Premier said that when the new Government came in, they were greatly aided by the work done by their predecessors, who had proposed a cut not of £70,000,000 but of £55,000,000. He understood the Opposition intended to fight the present Government's programme right through, but he must emphasize that they were carrying through a policy which actually had been begun by the previous Government before its resignation.

The Premier concluded by saying that the ex-Ministers now in the Opposition could not remain free of responsibility for the large proportion of drastic cuts which had been introduced and proceeded to deal in detail with departmental economies.—*British Wireless*.

## Press Comment.

London, Sept. 11.

Except among Opposition supporters, the Budget has had a good reception. The view is expressed in the majority of the press that it represents the honest fulfilment of the Government's pledge to rectify the state of national finance and distribute the burden equitably among all classes.

The *Times* says an immense and impressive task has been achieved by the Government, and achieved honestly, without recourse to trick devices. It is an achievement that Britain is determined to pay her way by living within her means.

The *Times* contends that an infinitesimal share of direct taxation

was due to lack of care they could censure the officer, but if they were satisfied it was not due to lack of care then their verdict would be one of death by misadventure.

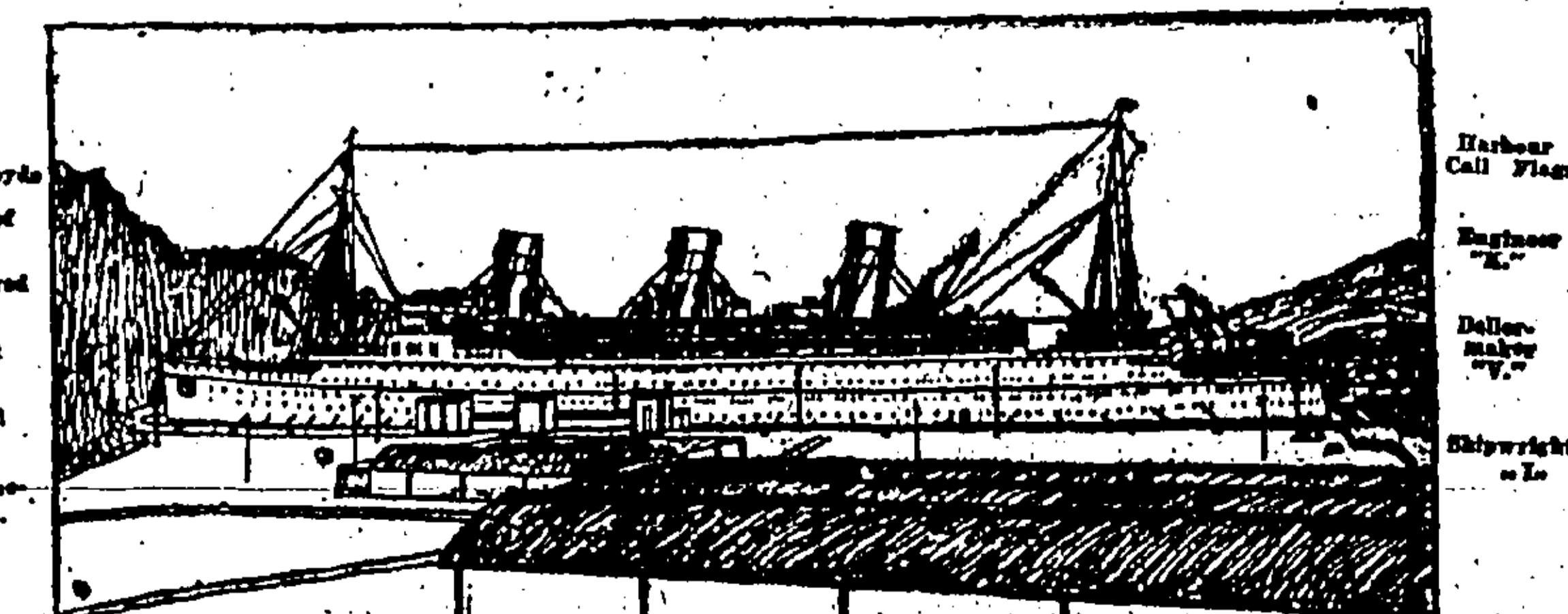
The jury found that the first shot fired by the officer was unintentional and was caused by the jerk he received, which could not have been foreseen or avoided. A verdict of death by misadventure was returned.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

## Head Office and Works:

HONG KONG OFFICE 1122,  
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MANIFESTO, HONGKONG.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICAL ENGINEERS.



T.S.S. "EMPEROR OF JAPAN"

In No. 1 Dock. Ship Dimensions: 668'0" O.A. x 83'6" x 43'6" Mid.

28,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" x 83'0" x 30'6" Over all, H.W. O.S.T.

Salvage Tug "Henry Kewick" 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag

Call Signal T.H.Q.B. Sheerlegs capable of lifting 50 tons. Codes Used: A1, A.H.C.

Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and

Watkins.

Kindly send inquiries to the Chief Manager,  
R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

## CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.  
and  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consigned per Company's Vessel,  
"IXION"

From SEATTLE, VANCOUVER and

VICTORIA via JAPAN.

are requested to take delivery of  
Flour and Lumber shipments as soon  
as the vessel is ready to discharge and  
are hereby notified that if their  
lighters are not placed alongside the  
steamer as required, their shipments

will be discharged into Holt's Wharf  
Kowloon, at their expense, where the  
cargo will be also at their risk and  
expense and subject to the terms and  
conditions of storage at Holt's Wharf.

Steamer will commence discharge on  
the 9th September, 1931.

General cargo will be discharged  
into Holt's Wharf Kowloon, where it  
will be at Consignee's risk and  
subject to the terms and conditions of  
storage at Holt's Wharf.

The cargo will be ready for delivery from  
the Godown on and after 9th September,  
1931.

All broken, chafed, and damaged  
goods are to be left in the Godowns,  
where they will be examined on any  
Tuesday and Friday between the  
hours of 10:45 a.m. and noon within  
the free storage period.

No claims will be admitted after  
the Goods have left the steamer's  
Godown, and all General Cargo  
remaining undelivered after the  
15th September, 1931, will be subject to  
rent.

All claims against the Steamer  
must be presented to the undersigned  
on or before the 20th September, 1931,  
or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWINE.

Agents.

Hongkong, 9th September, 1931.

## GANDHI IN FRANCE.

WEARING A LOINCLOTH AND  
A SHAWL.

Marseilles, Sept. 11.

Hundreds waited on the dock  
side while the liner Rajputana,  
bringing Gandhi to England,  
docked. There was a burst  
of excited exclamations when  
they saw the Mahatma standing  
on the boat deck, wearing  
only a loincloth and a shawl  
of his own make, despite the wet  
and chilly weather.

Cheers arose from Indian  
students, which Gandhi returned  
by clasping his hands together  
over his head.—*Reuter*.

tion is borne in fact by Labour  
and except for direct taxation the  
new burdens are limited to beer,  
entertainment and tobacco—trimmings,  
and not necessities of life.

The help to industry given by en-  
larging the allowances made for de-  
preciation and obsolescence of  
plant and machinery, is also wel-  
comed by the *Times*.

The opposition organ, the *Daily  
Herald*, declares that Britain re-  
mains to-day one of the richest  
nations in the world, and its  
budgetary position compares  
favourably with that of other  
nations. The Government's plans,  
it says, are based on the funda-  
mentally false assumption that  
there must be direct reductions in  
the standard of life of the mass  
of the people in the country. The  
Budget could and should have been  
balanced by other methods than  
those proposed, ostensibly to rescue  
the pound from the jeopardy in  
which it had been placed by the  
misjudgment of financiers, res-  
ponsible to nobody but themselves.

The *Times* says an immense and  
impressive task has been achieved  
by the Government, and achieved  
honestly, without recourse to trick  
devices. It is an achievement that  
Britain is determined to pay her  
way by living within her means.

The *Daily News and Chronicle*,  
the Liberal organ, says the  
burdens which had to be shouldered  
seem fairly and evenly dis-  
tributed.

The *Daily Telegraph* (Conserva-  
tive) describes the Budget as a  
courageous facing of the financial  
crisis, and its acceptance by the tax-  
payers will give proof of an  
honourable resolution that must  
impress the world profoundly.

The Stock Exchange as a whole  
to-day reacted favourably to the  
Budget, and British funds record-  
ed an appreciable advance.

Strongly divided opinion among  
the Labour Party on the desir-  
ability of tariffs was displayed to-  
day at the T.U.C. session at  
Bristol.—*Reuter*.

The Steamship,  
"BENGLOE"

Consignees of Cargo are hereby in-  
formed that all Goods are being land-  
ed at their risk into the Godowns  
and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf  
and Godown Co., Ltd., whence and/or  
from the wharves delivery may be  
obtained.

No claims will be admitted after  
the Goods have left the Godown and all  
Goods remaining undelivered after the  
18th September, 1931, will be subject to  
rent.

All claims against the steamer must  
be presented to the Undersigned on  
or before the 2nd October, 1931, or  
they will not be recognized.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
17th September, 1931, at 10 a.m., by  
Messrs. Goddard and Douglas.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 11th September, 1931.

## LABOUR DIVIDED.

DIFER ON TARIFFS  
QUESTION.

London, Sept. 11.

Strongly divided opinion among  
the Labour Party on the desir-  
ability of tariffs was displayed to-  
day at the T.U.C. session at  
Bristol.—*Reuter*.

B. L. Apcer Line steamers have excellent accommodation for 1st  
and 2nd class passengers.

## EASTERN &amp; AUSTRALIAN SAILINGS.

1 TAKADA 7,000 24th Sept. S'pore, Penang & Calcutta

\*SIRDHANA 8,000 4th Oct. S'pore, Penang & Calcutta

\*Calls Rangoon. Calls Port Swettenham.

B. L. Apcer Line steamers have excellent accommodation for 1st  
and 2nd class passengers.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

NANKIN 7,000 2nd Oct. Manila, Rabaul,

NELLORE 7,000 31st Oct. Brisbane, Sydney

TANDA 7,000 2nd Dec. and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan

and Hongkong to Australia—19 days.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New

Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and

London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

CHEAP SUMMER TRIPS TO JAPAN. JUNE TO SEPTEMBER.

1 BURDWAN 6,500 12th Sept. 3 p.m. S'hai, Kobe & Yoko

KASHMIR 8,985 25th Sept. S'hai, Moji, Kobe & Yoko

TILAWA 10,000 25th Sept. Amoy, Moji, Kobe & Yoko

NELLORE 7,000 1st Oct. S'hai, Moji, Kobe, Osaka

& Yoko

KIDDERPORE 5,300 6th Oct. Shanghai, Moji & Kobe

SANTHIA 8,000 9th Oct. Amoy, Moji, Kobe & Osaka

NALDERA 16,000 10th Oct. S'hai, Moji, & Yoko

KASHGAR 9,000 17th Oct. S'hai, Moji, Kobe & Yoko

TALMA 10,000 23rd Oct. Amoy, Moji, Kobe & Osaka

MACEDONIA 11,000 24th Oct. S'hai, Moji, Kobe & Yoko

TANDA 7,000 6th Nov. S'hai, Moji, Kobe, Osaka

& Yoko

RAJPUTANA 17,000 7th Nov. S'hai, Kobe & Yoko

\*Cargo only.



COMMENCING TO-DAY  
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

An All-Talking, Singing  
1931 Universal Super-production  
FIRST TIME SHOWN IN THIS COLONY.  
With Four Big Song Hits.

The Glory of Human Love!  
The Damnation of Flaming Passion!

A Man's Story—A Woman's Story. With a Note of Human Pity to Wring the Hardest Heart!

**RESURRECTION**  
John BOLES Lupe VELEZ

in EDWIN CAREWE'S Sum-  
mational Production of Count  
Leo Tolstoy's Immortal Story

By All Odds the Outstanding Dramatic  
Smash of the Season!

Presented by  
Carl Laemmle

A Universal Picture

Produced by  
Carl Laemmle, Jr.

ALSO SONGS

SLIM  
SUMMERVILLE  
in  
"OOH LA LA"

GEORGE  
SIDNEY  
in  
"COHEN ON THE TELEPHONE"

Music sheets of the four song hits  
Distributed to our patrons Free

Please book early to avoid crush  
Booking at the Theatre only. Telephone 25720.

COMING ATTRACTION



with  
**BEN LYON—RAQUEL TORRES**

Printed and Published for the Proprietors by FREDERICK PEROT  
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria  
Hongkong.

WHAT IT YET MAY COME TO.



LO WEN-KAN IN CANTON.

VISIT AROUSES MUCH SPECULATION.

Canton, Sept. 11. Political significance is attached to the arrival here of Mr. Lo Wen-kan, the former Finance Minister and Minister of Foreign Affairs of the Peking Government, who is said to be visiting the city to confer with the Southern leaders as the representative of General Chang Hsueh-liang and the Man-churian Government.

Considerable speculation is being aroused as to the nature and outcome of the mission.

AMBULANCE CHARGES.

FEES FOR REMOVAL OF PATIENTS.

It is notified in the *Gazette* that the following charges are payable for the removal of a patient in an ambulance or to or from any private hospital or private residence:

By motor ambulance:—(a) Inside the boundaries of Victoria, Kowloon; and New Kowloon, \$5; (b) elsewhere, \$10.

By hand ambulance:—(b) Victoria (lower levels), Old Kowloon, Kowloon City, and Sham Shui Po, \$3; (b) elsewhere in New Kowloon, \$4; (c) Victoria above Bowen Road level; other parts of Hong-kong Island, and New Territories, \$6.

REPRESENTATIVE CRICKET.

ANOTHER SUTCLIFFE CENTURY.

HEAVY SCORING.

London, Sept. 11. Another brilliant partnership distinguished the clash of Mr. H. D. G. Leveson-Gower's XI and the New Zealanders at Scarborough, where Sutcliffe completed his thirteenth century.

The match was drawn. The New Zealanders batted first and were dismissed for 217. Hobbs and Sutcliffe each exceeded three figures, the Surrey player being dismissed after making 153 while Sutcliffe had been sent back with a score of 123. The innings was declared closed at 423 for 4 wickets.

C. S. Dampster (122) and R. C. Blunt (127) rescued the New Zealanders, who made 370 in their second venture. L. Gower's made 51 for 3 in the closing stages.

Chapman Hits Out.

In an extra match, the England team which visited South Africa last year played the Rest of England and won by six wickets. The Rest made 295, and in spite of a sound hitting display by Arthur

NANKING WAR FUNDS.

FIFTY MILLIONS TO BE RAISED.

Nanking, Sept. 11. In connexion with the organisation of an expedition to Hunan to save the Province from a Cantonese invasion, Marshal Chiang Kai-shek has arranged with Mr. T. V. Soong, the Finance Minister, to raise \$60,000,000 for war purposes.

The Finance Minister has decided not to issue further Treasury Bonds in view of the recent issue in connexion with the flood relief measures.

Mr. Soong intends to accumulate the fund by increasing some of the major taxes in the Provinces by thirty per cent. These are to be known as military surplus taxes.

Chapman (81), the Tourists were dismissed for 210. Calthorpe took four wickets for ten runs.

Goddard bowled well to take 6 wickets for 72 runs in the Rest's second innings, which closed at 220.

The Tourists, needing 306 runs to win, gave a masterly exhibition and knocked off the runs for the loss of four wickets. The outstanding effort was Sandham's. He made 136.—Reuter.

**QUEEN**  
THEATRE

Final Showings To-day At 2.30, 5.10, 7.15 & 9.30  
The YEAR'S FUNNIEST PICTURE

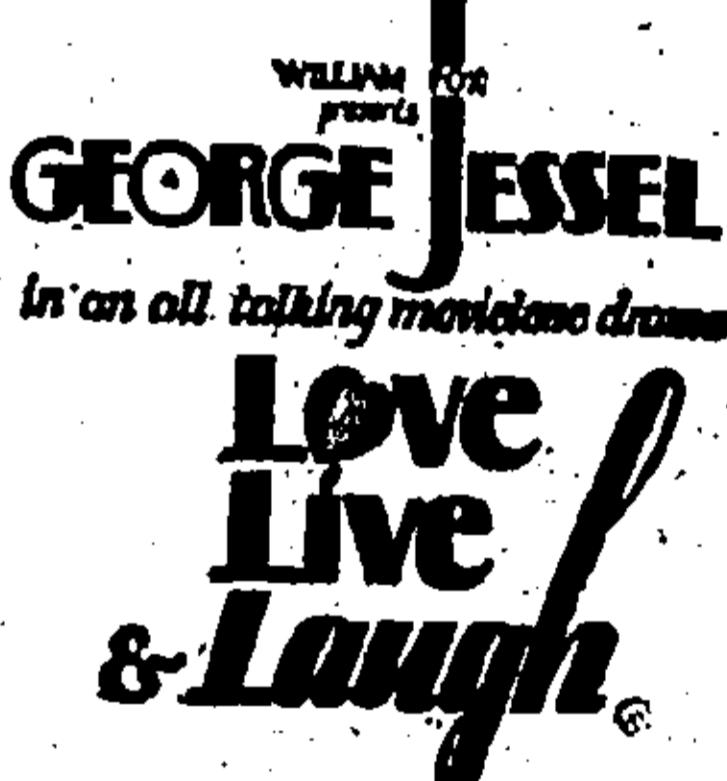


**TO-MORROW**  
TERRIFIC AS ALL CREATION

EDNA  
FERBER'S  
COLOSSAL

**MARRON**

STAR  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.30 & 9.30



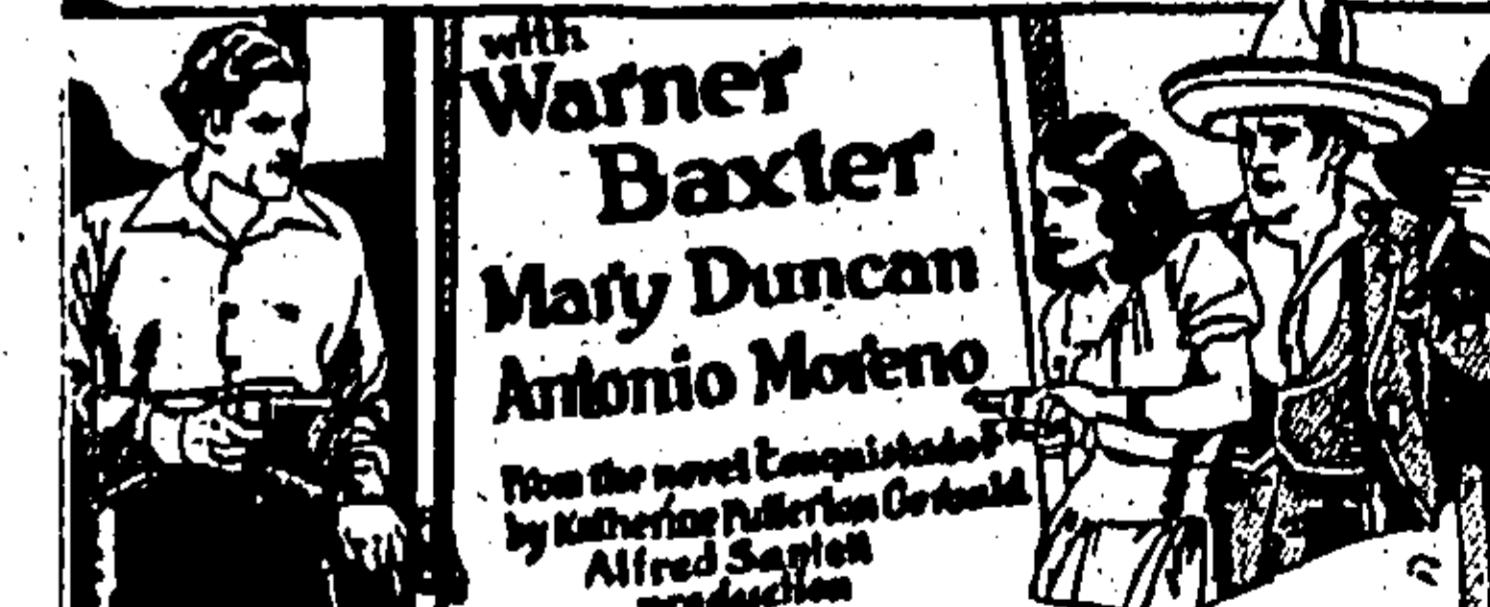
**PRINCE'S**  
THEATRE  
SEE ★ HEAR

SHOWING TO-DAY (ending by the 12th)

Daily at 2.30, 7.15 & 9.15 p.m.

Special matinee at 5.15 on Saturday & Sunday

WILLIAM FOX presents  
**ROMANCE OF RIO GRANDE**



Added Attraction: Fox Movietone News  
Commencing September 13th

FOX A Singing  
Dancing Song Romance "Married in Hollywood"

ALWAYS COMFORTABLY COOL.

**KING'S**



**FIFI DORSAY**  
is the sex appeal and  
**EL BRENDEN**  
is just a peep

Mr. Lemon  
of Orange

NEXT CHANGE

Wednesday, 16th Sept.



**UP THE RIVER**

The Fox Funny Feature  
Movietone directed by  
JOHN FORD

with SPENCER  
TRACY  
Elaine  
Luce

